


THE PACIFIC COAST ARCHITECT



A MONTHLY JOURNAL FOR THE
ARCHITECTURAL INTERESTS
OF THE PACIFIC COAST 

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VOLUME 2

FEBRUARY, 1912

NUMBER 5

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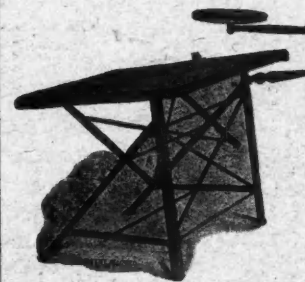
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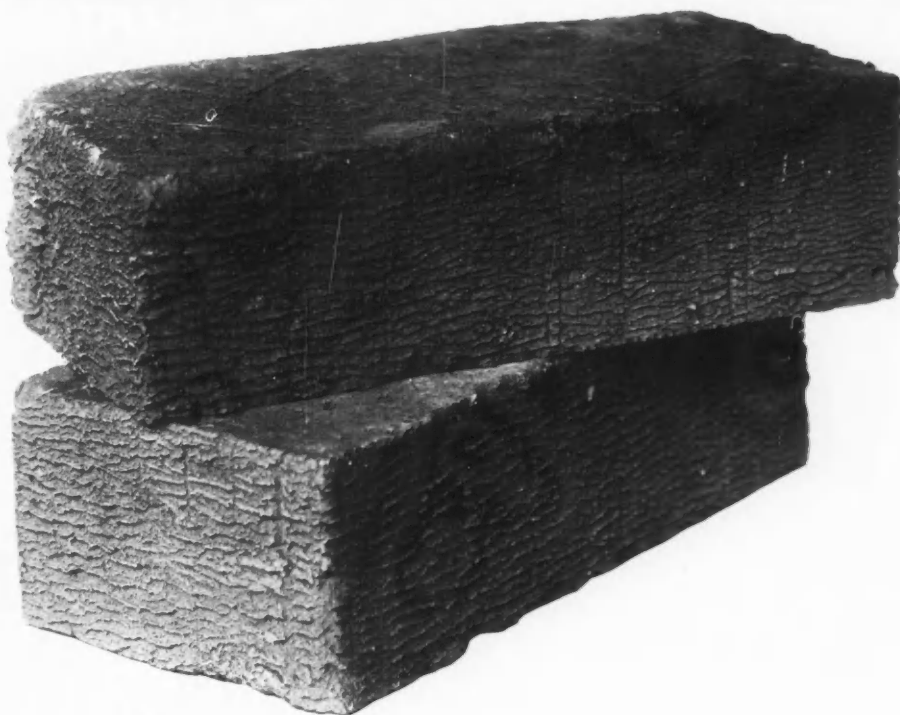
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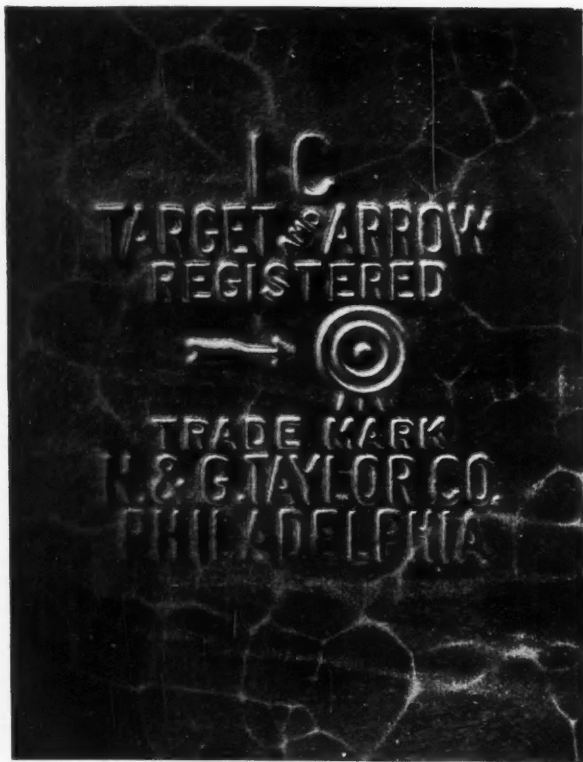
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Current Comment

There is apparently no cessation to the chorus of the hammer and the saw, which, in the hands of the master workmen, are building a city substantial.

Some persons, in attempting to build a character, like the Japanese carpenters, begin at the roof and build downwards, when they should reverse the process.

Polish and veneer to a man are like new paint on an old building. They do not eradicate faults and defects, but merely conceal them from view.

Prosperous business conditions are much like good health in the individual. Talk of them, live them, and they come to pass. Preach pessimism and illness and they come into being. It pays to be an optimist.

Some Comparative Figures

The building conditions of 70 of the leading cities of the country for December, as reported to the *Construction News*, of Chicago, presents an exceedingly interesting study in the matter of comparative statistics. The figures show in December, 1910, the total amount covered in these 70 cities was equal to \$53,360,392. For the same month in 1911 the grand total was \$46,250,209. The net percentage loss was 13 per cent. Interesting ourselves more particularly in Western cities, we find the following:

For December, 1911, Los Angeles figures show \$1,431,525, as against \$1,472,791, 1910, or a loss of 3 per cent; Portland Ore., \$1,293,526 and \$4,720,420, a loss of 73 per cent; San Francisco, \$1,207,429, \$958,758, a gain of 26 per cent; Oakland, Cal., \$517,539, as against \$420,612, a gain of 23 per cent; San Diego, \$23,620, as against \$277,850, a gain of 53 per cent; Pasadena, \$199,914, as against \$137,789, a gain of 46 per cent; Stockton, \$103,772, as against \$34,392, a gain of 202 per cent; Tacoma, \$88,565, as against \$111,703, a loss of 21 per cent; Salt Lake, \$35,600, as against \$240,300, a loss of 85 per cent.

Reed College Breaks Ground

After five years of preparation, ground was broken January 12th for the first Reed College buildings on the Campus of eighty acres in the City of Portland. The College will open next September in the permanent buildings, and on the endowment foundation of about \$3,000,000, provided by Mr. and Mrs. Simeon G. Reed, of Portland.

This beginning is the culmination of a full year's work on the part of the President and the architects, Doyle, Patterson & Beach. Every college in the United States and Canada, notable for its grounds and buildings, has been visited. The trustees have anticipated the growth of a century, and embodied in the specific plans of the first buildings all the best ideas available. The contract for the first two buildings was awarded to the Sound Construction Company.

At the breaking of ground there was a brief and simple ceremony, in the presence of trustees, faculty, students, and friends. Dr. Thomas Lamb Eliot, President of the Board of Trustees, presided. Hon. Cyrus A. Dolph delivered the Commemorative Address.

For the opening of the College next September, three principal buildings, in addition to residences for the faculty, will be ready—the Arts Building, the Dormitory, and the Gymnasium. All the buildings will be in the Collegiate-Gothic style of architecture. The material will be Indiana limestone and mission brick. The Arts Building and Dormitory will be steel and concrete structures, fireproof throughout. The Arts Building is 257 feet long, with wings 85 feet long. It has four stories. The estimated cost of the building and furnishings is \$225,000. The Dormitory, which is virtually five separate dormitories, contains a large club-room for men students, a dining-hall, and rooms and baths for one hundred twenty-five students. The cost of this building, exclusive of furnishings, is \$140,000. There will be accommodations for women students, in charge of Dr. Eleanor Harris Rowland, who comes to Portland in September from Mount Holyoke College.

The Future in Mind

Architect Lawrence has given us the first of a series of lectures on the subject of city planning, and the one source of regret in connection with that lecture and those that are to follow is, that provision is not made for their general distribution, that the heaven of education on this important subject might be at work among all the people.

The emphatic point in the Lawrence address was the value of thought for the future, of intelligent, scientific and systematic thought, and then of adherence to the plans which that thought suggests. We may gather from what Mr. Lawrence said that all city building from this time forth should be with a city of more than 2,000,000 in mind; or we will find later on that we have built without economy and without the conveniences, luxuries and the business facilities that a city of modern construction should present.—The Evening Telegram.

The Craftsman's Work in City Planning

Ellis F. Lawrence, the well-known Portland architect, made an address January 28 at the Portland Museum of Art on "The Craftsman's Work in City Planning." The speaker expressed his regret that the founders and builders of Portland had lacked foresight in laying out streets too narrow, the establishment of an unsightly water front and the stripping of the hills of trees. The lecture was illustrated with lantern slides showing civic improvements in various American cities. The speaker paid his tribute to those public-spirited men and women who made possible the employment of E. H. Bennett, whose plans for a City Beautiful, if adopted, will do much to rectify early mistakes made in laying out Portland. Among other things, Mr. Lawrence said:

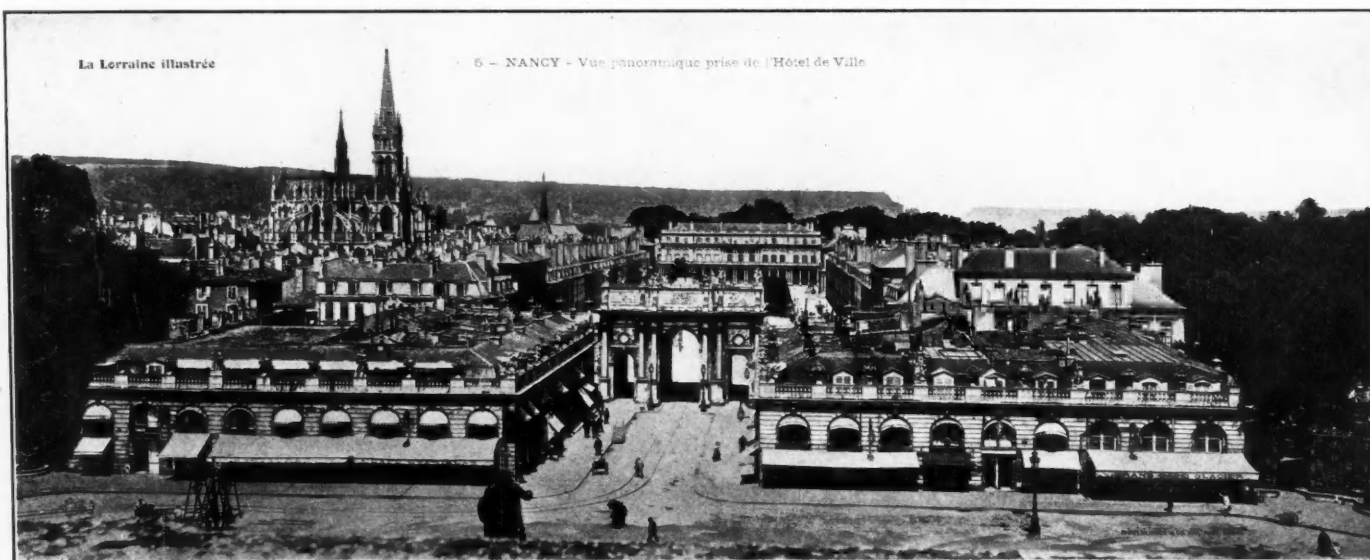
will spring the City Practical, and with it, because practicality and beauty should go hand in hand, will grow the City Beautiful.

At first thought it would seem that the concentration of great masses of people in limited areas is contrary to the laws of nature. The fact remains, however, that such a movement has been growing steadily these past hundred years.

Chicago in seventy-five years has grown from a village of ten buildings to a city of two and a quarter million inhabitants. At the close of the Civil War only three per cent of our population lived in cities, now twelve per cent live in New York, Chicago, Brooklyn and Philadelphia alone, and the recent census shows that forty per cent of the entire population of this country today live in cities.

In Scotland in the early part of the nineteenth century one-quarter of the population were townspeople. Now the proportion stands at three-quarters.

In view of these tendencies it behooves us to make ready for the ever-increasing influx to our cities, for nature rebels



NANCY
Panoramic view taken from City Hall

Notwithstanding the materialistic tendencies, dominating our national life the past two decades, a renaissance in the Sciences and the Arts has been evolving and with the accumulation of wealth, we like to think a greater altruism and a finer philanthropy is being developed. The movement shows no finer expression than in the Civic Revivals now taking form in our American cities, wherein is heard the cry for more thorough sanitation, for greater economy of administration and for better citizenship. The city plan is perhaps the greatest principle called for in the tenets of these revivals, for in its success is found the solution of manifold existing ills.

The great minds of our country have been organizing to crush out abuses in the moral and physical lives of our people, and in the conduct of our charities, our industries, our municipalities and our national government. As these fine public servants have gone about their unselfish work, struggling to make our national life cleaner and purer, giving our poor knowledge wherein to better their conditions, our youth, health and education, and our citizens more of happiness, there has been found a field of work for the architect and the workers in the allied arts, namely the creation of the city plan, and the execution of its intricate details.

The Civic Idea has gripped our American people, as it has our brothers in England and Germany, and it is not exaggeration to prophesy that we are, here in Portland, on the eve of a civic awakening, which if perfected in its organization, will mean ultimately no further duplication of endeavor, but a concerted effort to solve the utilities practically and beautifully. It will give our most humble and our most powerful citizens a common objective, and in daily work and service for their fellows will give more happy and satisfying lives. It will develop a public intelligence, keen enough to cope with the great problems of city government and, uplifting the moral stamina of the people, will create a Civic Life made grand by the magnitude and beauty of its achievements. From such fertile soil

when air becomes foul, and with congestion comes increased mortality, debased morals, contaminated religion and law and a blinded art spirit.

Germany is perhaps the leader today in systematically improving the living conditions of its citizens. The reason is not so much an aesthetic one as it is one of self preservation and the conservation of human life, for Germany has found its army recruits from the cities steadily decreasing in physical and mental efficiency. England found this true during the Boer War and so did the United States in the Spanish War.

The corrective is the City Plan, for only a city well planned can give ample air, light, recreation spaces and healthful hous-



NANCY.—Place Stanislas

ing. The City Plan is primarily utilitarian and is commercially vital, for without it traffic must be glutted and economical public improvements impossible. It is a thousand times more essential to build a city in accordance with a preconceived plan than it is a house, a garment or a piece of machinery, and few wise men attempt these without the services of an architect, a tailor or a mechanical engineer. This, then, is the problem in which the craftsman has a distinct work to accomplish.

A brief review of the work done in other localities will no doubt give a clearer grasp of the scope of the problem. A future lecture will, however, deal more in detail with this phase of the subject.

Nancy, near Strasburg, in the Alsace and Lorraine country, is one of the most satisfying of all cities in its various, yet simple and harmonious focal points.

The Place de Stanislaus, the plan of which is here shown, is approximately 300x380 feet in dimension, while it is about 1000 feet from the Arch to the Palais du Gouvernement.

Paris is too well known to need description. It is the most beautiful city in the world today. Its people are happy and prosperous. It develops the best product of civilization—*L'homme le travailleur*—"man the worker." Its people love liberty, and when necessary they fight for it, but individual rights sink out of sight where the common good is concerned. Even the appearance of one's home is controlled by legislation in the interests of harmony, and the city as a result reaps millions each year from tourists who are drawn there mainly by its marvelous beauty and its art treasures.

Germany has been mentioned as a leader. The state compels municipalities to own land for improvements, and the recognized policy is to lose no opportunity of purchasing land for such. Prepared building schemes are the rule. If it is advantageous to deal with areas as a whole, although belonging to different owners, the municipality can combine them into one piece and then re-apportion, as it will thus control the development along sane lines to the welfare of all.

The city of Ulm owned eighty per cent of its area in 1906; naturally it controls its municipal improvements. The city controls land speculation by reserving the right to buy back land within 100 years at the price at which it was sold, and to prevent overcrowding, legislates that in the outlying districts only twenty per cent of the area can be covered by buildings, and devotes seventeen per cent to streets, thirteen per cent to back gardens and fifty per cent to front gardens.

Mannheim divides its area into three zones. The first district allows 60 per cent of the area to be covered by buildings, height limit of five stories. The second district allows fifty per cent for buildings and limits the height to four stories, while the third district allows but forty per cent for buildings and limits the height to three stories with spaces between all structures. Factories are restricted to special districts.

The city of Frankfort allows its municipal authorities or one-half of the property owners to start improvements and divides its area into three zones similar to Mannheim. These cities are mentioned to show the resulting advantages of proper legislation, in which the craftsman, as well as all other citizens, must participate.

Work in England has been mainly done in the form of industrial villages and garden cities. Ideal places to live in are the garden cities of Letchworth, Port Sunlight and Bournville. The commercial value of such villages has been proven by the experience of the Lever Bros., who laid out Port Sunlight around their soap factories and by the Cadbury's near their cocoa and chocolate plant in Bournville.

Chicago has had a growth averaging 65,000 yearly for the past forty years. It has a Burnham and Bennett plan. The need of such a plan was inspired by the great World's Fair about twenty years ago, but congested thoroughfares and mispent millions made the citizens demand a carefully studied foundation for any future building. Their campaign is directed by 328 business men, representing all interests. They believe that "the characteristic of greatness is wisdom to anticipate the future while conserving the present," and we find quoted in the popular edition of their report the following: "An individual never attains any great size mentally nor morally except as he attaches himself to a great idea, and that idea being worthy grows with him until the stature of the man becomes equal to the stature of the idea to which he has attached himself."

Their scheme includes a system of outer roadways and highways encircling the city making direct connection between residential districts:—

diagonal and radial streets to relieve congestion:—

greater park and forest areas to purify the air and improve the health of the citizens.

a beautiful lake front for recreation and a foreground as it were to the city:—

civic centers for economical conduct of administration and nuclei around which civic pride will center:—

logical transportation lines and centers.

During the last twenty-five years the people of Chicago have spent \$220,000,000 on supposedly permanent improvement, but millions upon millions of this amount have been wasted through haphazard methods. A city plan is then a business necessity, and in the struggle for obtaining this plan the citizens of Chicago became the leaders in settlement work and in community development about the parks. We find there a very sincere and virile School of Art, a promising feature of which is its ignoring precedent of the past and its struggle to evolve a logical and true expression of our national life.

I dwell at length on Chicago, for its plans are most comprehensive and promise most for success.

New York, like Portland, was laid out on the gridiron plan, and is struggling against past mistakes so serious in older portions of the city that there seems little hope of correction. It is building wiser in the newer districts under the check of a splendid Art Commission.

Washington, thanks to the foresight of Washington and Jefferson and the French architect, L'Enfant, is the best planned of our American cities. After ignoring it for years, the original plan has been resurrected as still being the best solution of the problem. Under a commission of experts, Burnham, Olmstead and St. Gaudens, and under the guidance of the American Institute of Architects, it is in fact becoming one of the most beautiful cities in the world.

Cleveland, by wise legislation, has made the best showing of any American city in a complete civic center at its very entrance gate. Their success has been achieved principally in my judgment, by the wise laws which enable any city in Ohio to condemn not only the property necessary for the contemplated improvement, but also the abutting property, thus recouping itself on the resale, by the increase in the valuation of the property. This principle is known in legal parlance as excess condemnation.

This method is also employed in Paris, and we find there such improvements as the construction of the Avenue de l'Opera executed at an actual profit to the city. We find the same principle in a Connecticut law establishing a commission for Hartford. This commission may take any amount of land for improvements that it desires; that not needed may be legally resold. A portion of the act reads as follows: "With or without reservation concerning future use and occupation of such real estate so as to protect public works and improvements and their environment, and to preserve the view, appearance, light, air and usefulness of such public works."

St. Louis, through its great Civic League, has stimulated its citizens to great improvements in parks and civic centers. Its brochures on the details of the city plans, such as billboards, street lighting, parks, transportation, etc., are invaluable to their citizens and the city planner. The report of the League says, among other things, the following: "The advantages to be gained from the adoption of a comprehensive scheme are several; it will give due importance to each field of municipal improvements; it will furnish a nucleus around which public sentiment can crystallize; it will help to realize the unity of our civic life by bringing together different sections of the city; but more than all else, it will tend to bring civic orderliness and beauty where otherwise will continue to exist a lack of unity and an absence of dignity and harmony."

"The committee, when it first undertook the investigations embodied in this report, was animated by a theoretical belief in the value of civic centers, and by an ill-defined feeling that such institutions would tend towards the development of better citizenship. A more careful study of existing conditions, however, has convinced us that these institutions are absolutely essential factors in the wholesome development of a large city of today. The indiscriminate herding together of large masses of human beings ignorant of the simplest laws of sanitation, the evils of child labor, the corruption in political life, and above all, the weakening of the ties which bind together the home—these are dangers which strike at the very roots of society. To combat them the government must employ every resource in its power. Schools and libraries, playgrounds and public baths, by developing their minds, training their bodies and upbuilding the character of a people, furnish the foundation upon which a nation's welfare depends."

"The American people are determined to have more comfortable and attractive surroundings, and in the migration toward urban centers they are going to seek homes in those cities

where civic orderliness and comfort prevail to the highest degree." They are getting their city ready accordingly.

Boston has taken the lead, especially in park work. It has already about 15,000 acres, while we, here in Portland, have but 500. Based on the Boston standard, our park area is sufficient only for a population of 50,000 people.

Los Angeles has a Robinson plan and a five-year program, comprising the completion of parks and boulevard system, Union depot, municipal docks and warehouses, and the Public Library building, beautifying of harbor, and Owen's River Aqueduct, costing \$24,000,000.

Manilla, San Francisco and Minneapolis have Burnham Bennett plans. St. Paul has used the architect, Cass Gilbert; Denver, the sculptor McMonies; Seattle, the engineer Bogue; Baltimore and Grand Rapids, architects Carrere and Brunner.

These experts recommend in the case of Grand Rapids, where the streets in the business center are congested, that laws be enacted, permitting owners to build fifty-one feet higher by moving back seventeen feet from the property line, thus eventually widening what is now a sixty-four foot street to ninety-six feet.

San Diego has had the benefit of studies made by Nolen, a well-known landscape architect; New Haven, by Olmstead and Cass Gilbert, and Hartford, by Carrere, the designer of the New York Library.

Philadelphia is most courageous. Already it has taken the initial steps to carry through its congested business district a beautiful artery connecting the City Hall with Fairmont Park.

Scores of other cities have been at work inspired by the same spirit that made Pericles and his Athenian fellows beautify their city to such perfection that for 2000 years we have paid tribute to their art treasures.

The need of the city plan, systematic, logical and precise, has created a demand for trained civic architects. Liverpool and Harvard Universities have formed new courses to fill the requirements, while other architectural schools are following. The result is a small group of specialists, great in genius and experience, men of wide travel combining the precise and analytical view point of the engineer with the creative instinct, and the sense of beauty of the architect. To such men with big, broad, unbiased visions must the layout, the skeleton, the big arteries and the focal points of the city be entrusted. It is for the citizens, the architects and the craftsman to see that the details are truthfully dealt with.

Someone has said that "A forced familiarity with ugliness dulls a taste for beauty, but the constant presence of beauty in utility brightens the aesthetic, civic and moral tone of the entire population," and here in a nutshell is the work of the craftsman in City Planning.

Modern short cuts in labor-saving devices and cheap imitations of substantial materials have been in the past depriving our modern craftsmen of their legitimate opportunities. Carving is too often pressed; stone cornices are too often metal; marble is too often scagliola. Ornament is turned out by machinery instead of by hand, or it is of baked clay instead of being executed in stone. Stone and brick buildings are often but veneer. Skeleton construction is masked by walls appearing to be bearing walls. These things are false, expressing neither true art spirit or the individuality of the designer. However, with the increase of culture, of appreciation of things beautiful, has arisen a demand for craftsmen in plants, formerly running wholly on a commercial basis. It has been found to pay. Buyers are no longer satisfied to purchase merely durable products. They must have some character, and the factories giving this touch to their goods, are the successful ones.

Tile is no longer confined to red, white and green. It is appearing in soft tones and blends, and offers each year, new textures and colors. The craftsman's hand is here seen, as it is in soft glazes now produced in terra cotta and in finely modeled and colored garden and other decorative pottery.

Many shops are devoting themselves wholly to art tiles and some of their wares are extremely beautiful in color, texture, design and composition. Stone men are finding a demand for good carving. The demand is making, in many cases, the artisan into the artist. Planing mills find they have to have a corps of wood carvers. The pressed work of ten years ago is no longer salable. The manufacturer of brick, to keep apace with the demand of his clientele, has to produce a brick of tapestry effect in texture and color, and must depend on the craftsman to produce the desired effect.

In metal works men are at a great premium who are students of ornament and of modelling, coloring and enamelling of metal alloys. Hand work is being sought for in contrast to machine work. Mantel hoods, light fixtures, hardware and even

household utensils show the beneficial effects. Attention is being paid to the design and execution of light standards and electroliers, drinking fountains and trolley supports.

Even structural mediums are being studied along these aesthetic lines. Structural steel is fabricated especially in Germany and France in attractive shapes for ornamental uses. Concrete is being decorated by casting in its surfaces well-thought-out designs in relief or in colored tile inserts.

Bill boards are being curbed in size, color and subject matter. Artistic signs are called for, and what has been a public nuisance will some time become a legitimate business. Glaziers are employing designers and craftsmen to execute the art glass now called for in nearly all modern homes. Especially in wall paper, textile and furniture factories has the craftsmen's field been growing and the past decade has seen striking advancement in the design of wall coverings, carpets, tapestry hangings and furniture.

Even paint manufacturers and department stores are using decorators to move their goods. In all this the architect might be compared to the old abbot in the Gothic days who conceived the plan of the cathedral and left to the whim of the workman the execution and design of all details. The architect of today creates the plan and indicates the treatment and scheme for ornamentation and decoration, but he must depend on the work of another man's hands and heart, if his details are to be raised above mere mediocrity.

Upon all these details making up the planning of a city, the craftsman must stamp the spirit and record of his time. They should be a lasting record of our history and into them should be written simplicity, truthfulness and the highest grade of workmanship.

Mr. Irving K. Pond, president of the American Institute of Architects, has expressed these thoughts admirably in his recent article on "Art and Individuality." He says in part: "Humanity is so constituted that the only art which lives, to bear its record of a life or of a civilization, is the art which does beautifully those things which find sympathetic response in the higher nature and instincts and reflects the finer characteristics of the individual and the race. 'Art for art's sake' is quite of a piece with that 'virtue which is its own reward.' There is no virtue in that art nor art in that virtue, which is practiced in a closet or in a desert or remote from human contact, and has not in its intention and design the idea of carrying a message of beauty or of helpfulness to the neighbor and through the neighbor to the community. In the practice of art as in the practice of virtue, something is to be considered besides the thing or the deed, someone is to be considered besides the practitioner only.

"That something is the upward striving instinct in humanity—that someone is the individual, the community, the race.—So let us thank fortune that our own individual problem has been given us to solve in our own individual way and let us realize that it is a problem which is worthy of a solution that shall stand as a clear, clean-cut page in the world's history of achievement, and thank fortune if we have, and if we have not, pray fate to send us men of spirit, of intellect, of heart and understanding, men attuned to the message of the world soul who shall interpret justly and fully our age to coming time."

There are four other important fields of the craftsman's influence in city planning that are worthy of study. In the trade unions where the members could be educated to the appreciation of craftsmanship possessed by the ancient trade guilds founded upon the same basic principles as the present unions. It fell to the members of these guilds to perfect their various trades and the artist in their ranks was the most honored of the band:—

In the community centers, as they develop around our parks, schools and libraries and in the settlement club houses and homes where classes should be formed in manual training, weaving and other useful arts, exhibits of the work of the master craftsmen should be brought close to the people to familiarize them with beautiful forms and color:—

In the home—the most important of all—surround the children with beautiful, useful things. Train them to understand the great laws of beauty and to use their hands and hearts in their work with looms, tools, colors and clay:—

In wise legislation to correct existing laws which make public improvements nearly impossible. "Excess condemnation," which has been mentioned, is worth investigating, for it has been successful in other countries and states. Nothing could be more helpful in the condition of rapid growth we are now in than a legalized Art and Building Commission on which the craftsman would be invaluable. Such commissions exist in many American cities, among which are Boston, New York,

Denver and Los Angeles. Location of city monuments and buildings, as well as their design, should come before such a Commission for approval before permits are issued. John Belcher, a famous English architect, has said: "If legislation is necessary on sanitary matters that the public may be protected from insidious poisons conveyed through the senses of smell and taste and touch, may it not be equally important to protect the sight? Environment insensibly influences the development of all forms of life, and it cannot be doubted that the squalid conditions, horrid forms, inharmonious colors and injurious sights amongst which such a large proportion of our urban population spend their lives, contribute their quota to the sum total of degenerate moral tendencies, of which recurring acts of crime are the inevitable outcome."

Let us, as citizens of Portland, here and now examine our account. The books will show our obligations, our assets and our debts. They will show our solvency and they will show wherein we have been faithful or unfaithful to our trust.

On the ledger we find ourselves credited with having received from the Master of the universe, a really ideal site for the perfect city, topographical conditions, if made use of, giving variety, beauty and economy of all civic functions.

The debit side shows we have adopted a gridiron plan with short blocks, no alleys, narrow streets. We have disregarded the old natural trails leading into the city and have carried our tiresome straight streets on over hill and dale, cutting here and filling there.

Often through haste in bringing new additions on the market we find these straight streets failing to meet the streets of abutting additions. The results are such inexcusable kinks as we find in Hawthorne avenue, which should be one of the main boulevards of the city.

We are credited with a beautiful waterway, feeding into our midst the produce of millions of fertile acres and forests. The commerce of the world is at our doors, but the debit page shows our river front a thing to ridicule instead of a thing to praise—a thing of beauty. Our docks are antiquated; our bridges of ugly design.

We are credited with possibilities of a beautiful approach to the city, but we find no entry showing that we have other than unattractive setting to our stations and impossible arteries leading to them.

Nature's gifts of fertile soil, trees and plant life are plenty on the credit side of the books, while the debit column shows the denuding of our hills, the natural background of our city, stripping them of the noble firs, gashing their sides with fiendish cuts instead of following the natural contours which even the animals have laid out for us.

The credit sheet tells of unexcelled prosperity. The debit sheet shows philanthropy. We are credited with a golden opportunity in the grouping of public and semi-public buildings about to be built, Library, Auditorium, Municipal Building, Armory, Union Station, Postoffice, School Houses, etc., the same opportunity Cleveland made the most of. We are debited with proposed locations for some of these buildings fitting into the city plan regardless of their proper relationship to each other or future improvement of the city.

But finally, we find a glowing entry on the debit sheet. It tells of the fine citizenship of some 200 men and women who made it possible to employ a civic expert, Mr. E. H. Bennett, to study our city and to lay it out on paper ready for 2,000,000 people. It tells of the wonderful results of this study. It tells of the organizing of the Greater Portland Plans Association which will finally bring to its ranks every right-thinking man, woman and child in the city. It tells of the widening of Sandy Road and its possible extension and the location of the Post-office according to the Bennett Plan. There will soon be posted the earnest endeavors of this Plans Association in widening Burnside street and in locating the Union Depot and other improvements, according to Mr. Bennett's recommendations. The publication in a popular edition of the Bennett Plans will soon be ready.

Portland, according to its charter, can have a legal bonded indebtedness of about \$20,000,000. It has now about \$11,000,000. Its average bonded indebtedness per capita is but \$48 based upon an assumed population of 230,000 people. The average for the 16 leading cities of America is \$73.22. We will never be in as good a condition to carry out improvements as now and the longer they are postponed the more they will cost.

With help of the citizens the Greater Portland Plans Association will endeavor to balance the books and make Portland true to its trust.

Washington State Chapter, A. I. A.

The regular monthly meeting of the Washington State Chapter, American Institute of Architects, was held at the Seattle Athletic Club Wednesday, February 7, 1912.

Mr. T. L. Quigley, the president of the Seattle Real Estate Association, was present as guest of the chapter and explained a proposal made by his association to form a "Garden Club" for the planting and otherwise beautifying the vacant lots throughout the city. This movement, it was explained, had been initiated by the National Real Estate Association and had been successfully applied elsewhere by the united action of different local organizations. Similar work could be done in Seattle, and the chapter was asked to co-operate by sending delegates to a general meeting called for the purpose of forming a suitable organization. Mr. Quigley's remarks were favorably received and the chapter referred the question to the committee on civic design.

Mr. C. F. Gould, the chapter's delegate to the institute convention, gave an interesting account of his trip and details of the convention proceedings, supplementing his formal report made at the last chapter meeting. Mr. Gould spoke particularly of the amount of constructive work accomplished, the unanimity and friendliness displayed by the delegates from the different sections of the country, the vital effect of these conventions on the welfare of the profession, and expressed a hope that we would never fail to send a delegation.

Mr. J. F. Everett in reporting for the legislative committee read some correspondence with the mayor of Seattle relative to a recommendation in the mayor's annual message that plans for city buildings be prepared in the office of the superintendent of buildings. It was voted to have the committee prepare a resolution expressing the chapter's attitude on this question and report at the next meeting.

Mr. James E. Blackwell, chairman of the committee on contracts and specifications, submitted his committee's report on the contract forms recommended by the institute. The adoption of these documents was recommended with slight changes proposed to make them conform to our local conditions. The report showed thorough and painstaking work on the part of the chapter committee, and was unanimously adopted with instructions to make the changes proposed after conferring with the chairman of the institute committee, the secretary of the chapter to get definite orders for these amended forms from the chapter members as a basis for placing an order with the institute printer.

Portland Has 160 Concrete Buildings

Robert S. Edwards, who is considered a good authority upon cement, states that in 1910 there were consumed in Portland 1,200,000 barrels of cement in construction work, and it is his opinion that the figures for 1911 will surpass this total. Continuing along these lines, the United States Department of Agriculture recently published certain statistics gathered by the Geological Survey in regard to the construction of reinforced concrete buildings in a number of cities of the United States. From these figures we glean the following information:

Chicago has 542 reinforced concrete buildings, valued at \$6,626,000; Portland, 160, \$3,670,000; Seattle, 24, \$2,062,000; Los Angeles, 24, \$1,781,421; St. Louis, 176, \$3,103,138; Philadelphia, 28, \$2,100,000; Detroit, 38, \$1,209,500; St. Paul, 50, \$1,084,392; Boston, 31, \$1,031,443; San Francisco, 17, \$786,000.

New York City is not even mentioned in the publication of these statistics.

Portland in this showing stands well up in the front rank.

Written expressly for The Pacific Coast Architect

The Dallas-Oak Cliff Viaduct

By JEAN H. KNOX, Assistant Engineer of Portland Concrete Pile Co., Engineers and Contractors

The Dallas Oak Cliff viaduct connecting the City of Dallas, Dallas County, Texas, and its suburban city, Oak Cliff, was formally dedicated on January 14, 1912. The viaduct is of unusual magnitude and one of the longest structures of its kind in the world.

As engineer for the sub-contractors, the Gulf Concrete Construction Co., Houston, Tex., the writer was on this work during the work of placing concrete piles upon which the main superstructure rests. The data given here was obtained from plans and specifications, notes and from an

main channel of the river not over 200 feet wide. Ordinarily a small stream, during flood times the valley becomes a wide river that causes great damage and loss of time to city residents and farmers who must cross the Trinity. As a permanent relief from such delays and for the welfare of the city and county it was decided to build a viaduct across the valley. Bonds were voted and issued to the sum of \$600,000 for the purpose. In November, 1909, Mr. J. F. Witt, county engineer, advertised for competitive bids to be submitted on or before January 1, 1910.



Dallas-Oak Cliff Viaduct, Dallas, Texas. Form Stripped from Archapons. Hedrick & Cochrane, Kansas City, Engineers

article in the *Engineering Record* by Victor H. Cochrane, of the firm of Hedrick & Cochrane, consulting engineers, Kansas City, Mo.

The viaduct is 4778 feet between abutments and will be over 6000 feet from end to end, or more than a mile in length. The roadway is 44 feet wide between curbs, sidewalks 4½ feet in the clear, with a total width of roadway, curbs, sidewalks and balustrade of 53 feet. With the exception of the concrete piles the construction throughout is of reinforced concrete.

Messrs. Corrigan, Lee & Halpin, of Kansas City, Mo., were the general contractors, and the Gulf Concrete Construction Co., of Houston, Tex., were the sub-contractors on the sub-structure of concrete piles. Messrs. Hedrick & Cochrane, of Kansas City, Mo., were the consulting engineers, and they, in conjunction with the chief engineer, Mr. J. F. Witt, county engineer of Dallas County, Texas, have charge of the field work and general direction. Mr. E. N. Noyes, representing the consulting engineers, was resident engineer in charge of the work.

The City of Dallas has a population of about 93,000, including Oak Cliff, which is a residence suburb with a population of about 20,000. The Trinity River Valley lies between the two cities and averages a mile in width, with the

The county court appointed an advisory board of engineers to pass on all plans. This board consisted of Prof. U. T. Taylor, M. A., Soc. C. E., professor of civil engineering in the University of Texas; Mr. Otto H. Lang, M. Am. Soc. C. E., and Mr. N. Werenskiold.

Of the fifteen different plans submitted the board recommended the adoption of the arch design submitted by Ira G. Hedrick, M. Am. Soc. C. E., consulting engineer, and Mr. L. P. Ash, M. Am. Soc. C. E., associate engineer. Mr. Hedrick's preliminary design differed only from the final design in regard to the sub-structure or foundation. His original design called for ordinary pier footings, allowing a safe bearing power of the soil of two tons per square foot. While the valley of the Trinity River at this point is not at present subject to scour, yet it was deemed advisable to have all the piers rest on concrete piles to insure a permanent, safe foundation. After a long and careful analysis of the different kinds of concrete piles it was decided in favor of "the Portland pile" as meeting all requirements.

The viaduct approach begins near the foot of Houston street, rises 28 per cent in a distance of 567.7 feet to a point north of the tracks of the Missouri, Kansas & Texas Railroad, the Dallas Terminal Railroad, the Gulf, Colorado & Santa Fe and the Chicago, Rock Island & Pacific Railroad.

From this point to the abutment pier of the first arch, a distance of 439 feet, the structure is of trestle type of heavy reinforced longitudinal, and cross girders on three-column bents 24 to 50 feet spans. This part of the structure has a clearance underneath sufficient to allow open traffic on the railroad tracks. From a point just north of the railroad tracks the trestle portion of the structure swings away from a line parallel to the line of the north abutment, through an angle of 48 degrees, maintaining this tangent across the tracks, thence in the same direction and elevation for a distance of 2529 feet to the south bank of the Trinity River, then toward the south end a distance of 2009 feet the grade falls 1.74 per cent. There are 181 feet of trestle construction at the north end between the last arch pier and the beginning of the south abutment.



Bed of "Portland Concrete Piles," showing reinforcement: ready for cap.

There are 52 main piers supporting the arches, which have a span of 79½ feet center to center of piers and a rise of 17 feet from the springing line to the crown of arch. The maximum height of the viaduct above the valley will be about 40 feet, with a clearance of 60 feet at low water under the river span. The government is building a series of locks and dams across the Trinity River several miles below in the work of making this river a navigable stream, thus requiring the river span of the viaduct to have a clear waterway of 90 feet wide and 60 feet above low water.

This span, unlike the other portions of the viaduct, will be a steel span of steel plate girder design, having a span of 103 feet on centers of piers. The steel span is encased in concrete to harmonize with the remainder of the structure. The adjacent arches will take care of the temperature stresses in the steel span, and its horizontal thrust is designed to counter-balance the horizontal thrust of the adjacent arches.

The live loads to be provided for as follows: On each electric railway track two 100,000-pound cars; on the roadway 100 pounds per square foot, or a 15-ton road roller having a maximum axle concentration of 10 tons; on the sidewalks, 80 pounds per square foot.

Working stresses allowed for constructions give concrete in arches, 500 pounds; in girders, 600 pounds. On concrete, allowing temperature variation of 80 degrees, 750 pounds; shear on concrete reinforced for shear, 100 pounds l. d., on plain concrete shear, 30 pounds l. d.

Borings were made at short intervals on the line of

the viaduct to determine the nature and depth of soils. The top soil, a black "gumbo," varied from two feet to ten feet, was very dense at this time, dry, and having large cracks due to lack of moisture; a shallow strata of compact joint clay generally underlaid the top soil, as the borings neared the river, this clay contained sand to some extent. On both the north and south slopes of the valley this soil was underlaid with white limestone at a depth of from 12 to 14 feet at an elevation below base of pier bases. This top soil or "gumbo" when comparatively dry is very difficult to excavate, is resilient and very dense; when wet it is like glue and very unstable when unconfined.

The specifications for the loading on a number of test piles required that a single pile be loaded with 30 tons for 48 hours and show no initial settlement, then further loaded until 60 tons was placed on each pile, and to show no settlement greater than one-quarter inch after 48 hours. After a series of test loads were made it was decided by the engineers and the County Board of Commissioners concurring, that in view of results shown by tests already made, that the concrete piles be given a loading of 20 tons per pile, and no further tests as to carrying capacity of piles should be made.

About 3000 concrete piles support that portion of the viaduct resting on all the main arch piers. This concrete pile—the Portland pile—is 16 inches in diameter at the top with a slight taper from the top to the point depending on maximum bearing power by having a concrete surface whose superficial area bears directly against and to the surrounding earth, with the additional column loading value. The concrete piles were placed by driving first a steel "former," consisting of a tapered boiler plate steel, enclosing a rigid steel core. The core was withdrawn to allow the concrete to be placed, but soil was found to stand up after core and shell were both withdrawn from the hole, then a wet 1-2-4 mixture of concrete was directly introduced into the hole and thoroughly puddled and tamped as placed. No reinforcing steel was used in these piles formed in place. Under two piers where both quicks and a depth of penetration was required in excess of the length of the pile formers on hand, moulded piles were used, suitably reinforced. Three standard derrick rigs and steam hammers were used for this work, one rig having a record for placing 40 piles in one 10-hour run. The north abutment pier under the first arch has cross wall pier footing instead of concrete piles, as the depth to solid rock did not warrant piles being placed under this pier. The piles under the piers vary from 52 to 58 in number under all piers, except each fifth pier, which is a thrust pier and rests on 96 piles each.

The ordinary pier is made up of three shafts 7 feet wide and 9 feet apart; the openings being arched at the top 4 feet below the springing line of shafts. The latter of these piers is one-half inch to one foot.

Each fifth pier is called a thrust pier and differs from the others in that its base is larger, the shafts rise on latter of three inches in one foot, and it is designed to take the thrust of one arch should an adjacent arch fail; thus should any one arch fail from any cause not more than five spans would fail.

Both trestle approaches to the main arch portion of the structure consists of monolithic construction of the floor slabs and longitudinal girders, which are on five-foot centers, spans from 24 to 50 feet rigid over one supporting bent, the other end resting in a copper plate socket, free to rotate; the floor slab having a line of clearance at this end. Where expansion joints are located, two heavy cast iron plates are used, the lower on being firmly fixed and

the upper plate free to slide. The cross girders are continuous over the three supporting columns of each bent, as cantilevers for the sidewalk slabs, and are heavily reinforced for shear. All columns under the trestle approach rest on ordinary reinforced spread footings.

The floor slabs over the arches rest on eight cross walls or bents 8 feet 10 inches apart, resting on the arch rib. The arch ribs are 39 feet wide, 1 foot 4 inches thick at the crown, 3 feet thick at the springing line. Each arch rib is reinforced in both intrados and extrados by 35 lines of 1½-inch round corrugated bars with staggered splices, the reinforced steel being tied 4 feet in the crown of the piers. The arches have a span of 79½ feet center to center of piers, with a rise of 17 feet. The radius of the intrados is 46.09 feet and of the extrados 52.75 feet. The cross wall girders also carry the sidewalk slabs as cantilevers. Over each pier there is a T-section cross wall heavier than those over the arches.

The floor slab is 10 inches thick under the electric car tracks, 7 inches thick between tracks and curb, the sidewalk slab being 3½ inches thick.

Work was started on the approaches first, the retaining side walls being filled as soon as possible to allow final settlement of earth fill before paving should be commenced. The paving of the roadway of the viaduct will be creosoted wood blocks, concrete lamp standards, holding three 40-candle-power 50-watt lamps in tungsten series, are located on each pier on either side.

The viaduct complete will cost approximately \$570,000. The county furnished cement and gravel to the contractors. Work was started in October, 1910; sub-structure for the arch piers was started in November, 1910, and finished in May, 1911; the viaduct was finished complete December, 1911.

Opening of Multnomah Hotel

The opening of the new Multnomah Hotel in Portland to the public Thursday, February 7, was an event of more than passing interest. The massive pillars of ornamental plaster and marble in the lobby are especially impressive. The ceilings and mezzanine floor are equally so. Their treatment was the result of careful study on the part of J. D. Tresham, of the J. D. Tresham Manufacturing Company, who clearly saw the possibilities which he so cleverly marked out with true artistic effect. The time for carrying out the plaster scheme was short. Under old methods the work would have required a much longer period and would have added greatly to the cost. Ascending the marble stairway to the banquet hall one views with admiration the manner in which Mr. Tresham has carried out, with rare effect the art of his craft, where the diminishing pilasters, paneled ceilings, soffits and other details, blending in harmony, give the true artistic tone and reveal the practical hand of the master craftsman. Unstinted praise also is due Mr. Tresham's skill in marking out several noticeable features in plaster in the assembly hall and grill room.

Industrial Publications

The N. & G. Taylor Company, of Philadelphia, has issued an interesting and convincing line of literature covering the products of this enterprising firm. Among the booklets received we note "Selling Arguments for Tin Roofing," "Painting Tin Roofs," spring and fall issues of "The Arrow," "Tin Roofing Facts for Architects' Use," etc.

We are in receipt of a pamphlet on "Terne and Tin Plate," by A. P. Stradling, of Philadelphia, issued under the auspices of the National Fire Protection Association. This pamphlet is a reprint of a paper considered at the annual meeting of the association held in New York May 22-24, 1907. It contains much valuable data.

The Denny Renton Clay and Coal Company, of Seattle, has published a most convenient brochure. The customers of this progressive concern will find therein tables of general information covering net prices on sewer pipe at given discounts, freight rates on sewer pipe of various dimensions, a table of discharges from sewers 4 to 36 inches in diameter in cubic feet per minute, carrying capacities of sewer pipe and drain tile, data on excavation of trenches, etc., etc. This is a good desk book for the busy architect, engineer or contractor.

Panama-Pacific Exposition Building Plans

That there will be nothing wanting in the splendor and magnificence of the buildings for the Panama-Pacific International Exposition in San Francisco in 1915 goes without saying. The architectural commission comprises Willis Polk, William A. Faville and Clarence R. Ward. Assisting them will be such famed architects as McKim, Mead & White, Henry Bacon and Thomas Hastings of New York, and L. C. Mullgerdt and George W. Kellham of San Francisco.

A meeting is planned during the present month under the rules of the board of directors for preliminary consultation on the plans already submitted for the buildings. This will be succeeded by work upon the designs of the several structures. There will follow a meeting at which the competing architects will present their several plans. No time will be lost after that before the final drawings will be prepared, contracts awarded and actual construction work gotten under way.

Tentative architectural plans of the buildings of the Panama-Pacific International Exposition have been placed upon exhibition. There are something like one hundred or more architectural studies in the series, showing the suggested arrangement and grouping of the structures to be erected within the exposition grounds. The plans represent the labors of a score of architects and draftsmen who have been engaged for three months past in the work under the direction of the architectural council and the buildings and grounds committee. There are included comprehensive schemes for grouping the buildings and the general landscape treatment of the harbor view, Lincoln Park, Golden Gate Park and civic center sections of the exposition site. These show the various proposed solutions of each problem.

The proposed memorial tower, already indorsed by the board of directors, is awakening world-wide interest. The possibilities of wireless communications from its summit will accomplish long distance results unheard of before. San Francisco can thus communicate direct with Washington, D. C., all Alaskan stations, Key West, Colon, Honolulu, vessels far out at sea and possibly with Japanese wireless stations.

A permanent exposition building to cover a city block and to cost \$1,000,000 is to be one of the most attractive features of the 1915 Panama-Pacific International Fair. It will be located in the proposed civic center and will be retained for use as a permanent exhibition building after the fair is over. The committee on buildings has been given an appropriation of \$1,000,000 by the exposition company.

Address Before Oregon Chapter, A. I. A.

By EDGAR M. LAZARUS, Architect

It is with especial pleasure that I am addressing you tonight on the present activity of the A. I. A., for at the forty-fourth annual convention of the institute held in San Francisco in 1910, I was appointed by the president, Mr. Irving K. Pond, on the Committee of President's Address, of which Mr. C. Grant La Farge of New York was chairman. As Mr. Pond's speech is printed in full in the journal of proceedings, I beg that each and every one here tonight will make it a point to read this address, for it will make you better acquainted not only with the vital issues that affect the status of the institute as an organization, but that you will better understand the position of great power and responsibility that the institute wields in this country and its wide geographical importance.

The institute, as you all know, has its permanent headquarters in Washington, D. C., in the Octagon House, in which President Madison carried on the Government while they were making the old President's house into the White House, to cover the stains of the burning by the British.

The institute has been in existence fifty years (fifty-three, to be exact), and embraces in its membership practicing architects throughout the whole United States, and its proud record of over a half century is especially notable for the fact that in its membership is represented the highest type of practitioner in a given community. The profession at large fully comprehends this, but not the general laity, particularly is this the case in the newer settled communities.

After fifty years of development and experiment we are fast beginning to formulate our codes, and we may spend some time yet before we can definitely state what rules are best suited to all conditions.

The following is an excerpt from President Pond's address at the forty-fifth annual convention, which should be a frontlet between your eyes:

The American Institute of Architects stands as guardian of the interests of the client and the community quite as much as the welfare of the individual practitioner and the profession generally. Its codes are to protect the client as well as the architect. Its fundamental ethical principle is based upon the idea of justice and fair dealings as between man and man, be they architect and client or architect and architect—upon a recognition of individual rights and individual duties. If schedules are established, it is not that the architect may have a lever with which to pry loose undeserved money from the client, but that he may have an authoritative basis on which to compute values. If codes of ethics are formulated it is that the unthinking and morally untutored may know what always instinctively has guided the actions of unselfish and fair-minded men—and themselves be guided.

At the behest of the institute the United States Government took its first step towards organized control in its art work, when by the executive order of President Roosevelt the council of Fine Arts was put into action January 19, 1909, and was composed of thirty-one men skilled in the arts of architecture, painting and sculpture. These men were selected from various states of the union as widely as possible from New England to California. This, in common with other commissions created under executive order, did not receive the support of Congress and the executive order was consequently rescinded by President Taft. The appointment of the council called for general expressions of approval by the press and the people throughout the nation.

I have to suggest that the president of this chapter take under consideration the appointment of a committee to formulate a plan for seeking favorable action through the

proper committee of the New Charter Commission or the City Council, to the end that a permanent Municipal League or Department of Public Works, under which would be placed the construction, adornment and maintenance of all public buildings, bridges and roadways, and that before any plans are formulated for any public improvement of the nature herewith outlined, the matter be submitted to said body and their advice followed. In this way our future art development would progress on harmonious and artistic lines.

In the code of ethics, the competition code, and in the cognizance it takes in all professional activities the institute stands for fair play. The code of ethics formulated about two years ago is a clear statement of certain principles of conduct and of professional practice which had always been the guide of the best men of the profession and had been more or less nebulous in the minds of others. The competition code—of more recent expression, covers the salient features of competition and is issued as a guide to juries in the formation of a program. The competition exists primarily for the benefit of the client, and only incidentally to the advantage of the individual architect. Eventually, clients unable to secure competitors of standing will of necessity come to terms and have a higher respect for the practitioner and the profession as a body.

The demands upon the architect both in professional service and in the cost thereof, have greatly increased since the schedule was adopted some forty-five years ago; it represented a fair remuneration at that time, but it does not represent a fair remuneration now. The new schedule with its basic rate of 6 per cent has been well received and adopted. It is found to be acceptable to public authority except, of course, in cases where there exists a definite limitation by law or where negotiations precedent to its publication had been begun. The reasons for the increased rate are considered sound by business men generally and the increase is regarded as proper. It therefore rests with the architects themselves to establish this schedule calling attention to the fact that the 6 per cent rate is regarded as a minimum not a maximum rate.

No objection could be raised to an individual member of the institute issuing his own schedule of charges, if he used the institute's schedule as a minimum basis; but when a chapter does so it tends to confuse the public and therefore to nullify the efforts of the institute towards a clear and general understanding. The public does not always differentiate between the chapter and the institute. Moreover, if this practice did become general among the chapters, conflicting rates would, in fact, soon appear on all those items not mentioned in the basic schedule of the institute. The courts or public authorities, as well as individuals, would find great difficulty in adjusting such matters.

The chapter should see to it that their codes are not at variance with the policy of the institute. The chapters are best fitted to deal with local conditions. We have to be the adviser and, as need arises, the respected arbitrator of matters of gravest importance. *Formerly*, it was with difficulty that we obtained a hearing from either the public or the Government. *Today*, we are welcomed in the councils of all those who sincerely desire to do well in matters within the sphere of our profession. Our great and growing cities, our states and the National Government itself, all call upon us for professional counsel, and approach the subject of architecture and the other fine arts from a standpoint largely influenced thereby.

This chapter will eventually, and very soon, I hope, be called upon by our civil associations and municipal authorities to assist in the study and betterment of civic conditions. The movement for a Greater Portland is now already under way by Greater Portland Plans Association. It would be superfluous to add we stand ready at all times to assist in these endeavors for the public good, for we must not forget we have a citizen's duty to perform so far as we can do it within our sphere, and with it the citizen's right to suggest or demand.

That the work done in teaching design by such agencies as the Architectural Club, Architectural League of the Pacific Coast and the Beaux Arts Societies are of great value and a boon to the student no one can deny, and nothing is lost by the chapter in its encouragement of these organizations, for they are assets of no small value, and each and every member of the chapter should feel a personal responsibility in their welfare. We must not forget that it is the student today who is the practitioner of tomorrow. We should, therefore, act helpfully toward the younger men, share with them our successes, give them their chance as we have had ours, and foster their reasonable ambitions for professional opportunity and success. They will richly repay you by loyal support of those principles and ideals for which you stand.

Remember, gentlemen, that this chapter is now a part of the great national organization, and that its strength lies not in its numbers, but in the moral and artistic caliber of its members, and that it must be conducted upon a broad basis, which can only be done by thinking less of yourselves as a profession, but more as a mouthpiece of all that is best in civic life.

Philadelphia Chapter, A. I. A.

In accordance with the regularly established custom the January meeting of the Philadelphia Chapter was given up principally to a full discussion of the work accomplished by the institute at the forty-fifth annual convention in Washington.

Previous to that part of the business, however, the committee on the preservation of historic monuments, through Mr. C. A. Ziegler, chairman, reported that his committee and the city authorities of Philadelphia have concluded arrangements for the restoration of old Congress Hall at Sixth and Chestnut streets, and that the first contracts for some of the work have already been signed.

The consideration of the convention proceedings was then taken up and was opened by a written report presented by Mr. D. Knickerbacker Boyd, one of the delegates to the convention, which report went into minute description of the three days' work and formed the basis of the subsequent discussion by the members present.

Mr. Frank Miles Day gave his impressions of the work accomplished during the past year by the institute, and spoke particularly of the progress made in the regulation of competitions under the present competition code.

Mr. Albert Kelsey made a verbal report on the convention, and Mr. Wm. L. Plack presented a written report, which, with the others, was ordered filed.

Further discussion was taken part in by Messrs. Ziegler, Medary, Crane and others of the members present, many of whom had attended the convention in Washington and were much impressed with the harmony which prevailed there and with the satisfactory disposal of the many matters of importance which came before the convention.

Other committees reported routine work, and the president of the chapter, Mr. John Hall Rankin, announced the appointment of the committees for the year 1912 as follows:

Admissions.—A. H. Brockie, chairman; Thomas M. Kellogg, William L. Bailey, Albert Kelsey, E. Perot Bissell.

Biography and History.—E. A. Crane, chairman; C. Z. Klaunder, George I. Lovatt, William L. Plack.

Competitions.—J. H. Rankin, chairman, *ex-officio*; E. D. Hewitt, M. B. Medary, Jr., H. W. Sellers, W. H. Thomas.

Education and Program.—P. P. Cret, chairman; W. P. Laird, C. C. Zantzinger, J. P. B. Sinkler, A. H. Granger.

Chapter Jury.—E. A. Crane, F. M. Day, Albert Kelsey, P. E. Paist, Edgar V. Seeler, J. P. B. Sinkler, P. P. Cret, J. McArthur Harris, M. B. Medary, Jr., H. W. Sellers, J. T. Windrim, C. W. Churchman.

Municipal Improvements.—F. M. Day, chairman; C. L. Borie, Jr., Albert Kelsey, George B. Page.

Preservation of Historic Monuments.—C. A. Ziegler, chairman; F. M. Day, H. W. Sellers, T. M. Kellogg, E. L. Stewardson, George C. Mason.

Public Information.—D. K. Boyd, chairman; J. T. Windrim, George I. Lovatt, John Molitor.

Entertainment and Meetings.—Edmund C. Evans, chairman; George I. Lovatt, A. H. Granger.

Chapter Membership.—Albert Kelsey, chairman; John Molitor, W. W. Sharpley, C. L. Borie, Jr.

Finance.—Milton B. Medary, Jr., chairman; C. L. Borie, Jr., Frank R. Watson.

A Troublesome Matter

THE PACIFIC COAST ARCHITECT is in receipt of a communication from Messrs. Foeller & Schober, architects, at Green Bay, Wis., enclosing copy of letter recently sent to the secretary of the American Institute of Architects, which copy we herewith reproduce:

We have been for some time wondering why the different Architectural Journals could not be induced to print their plates all on the same size sheet and on one side of the sheet only. The Western Architect, for instance, is printing its illustrations on two sides of the sheets, and The American Architect lately is furnishing many double sheets for illustrations which could be just as well split up and put on single sheets. As the plates are now, they are hard to file with any kind of a system. Could not this matter be taken up by The American Institute of Architects at the next annual convention? We think a suggestion of this kind would have considerable more weight coming from the Institute than from a few individuals.

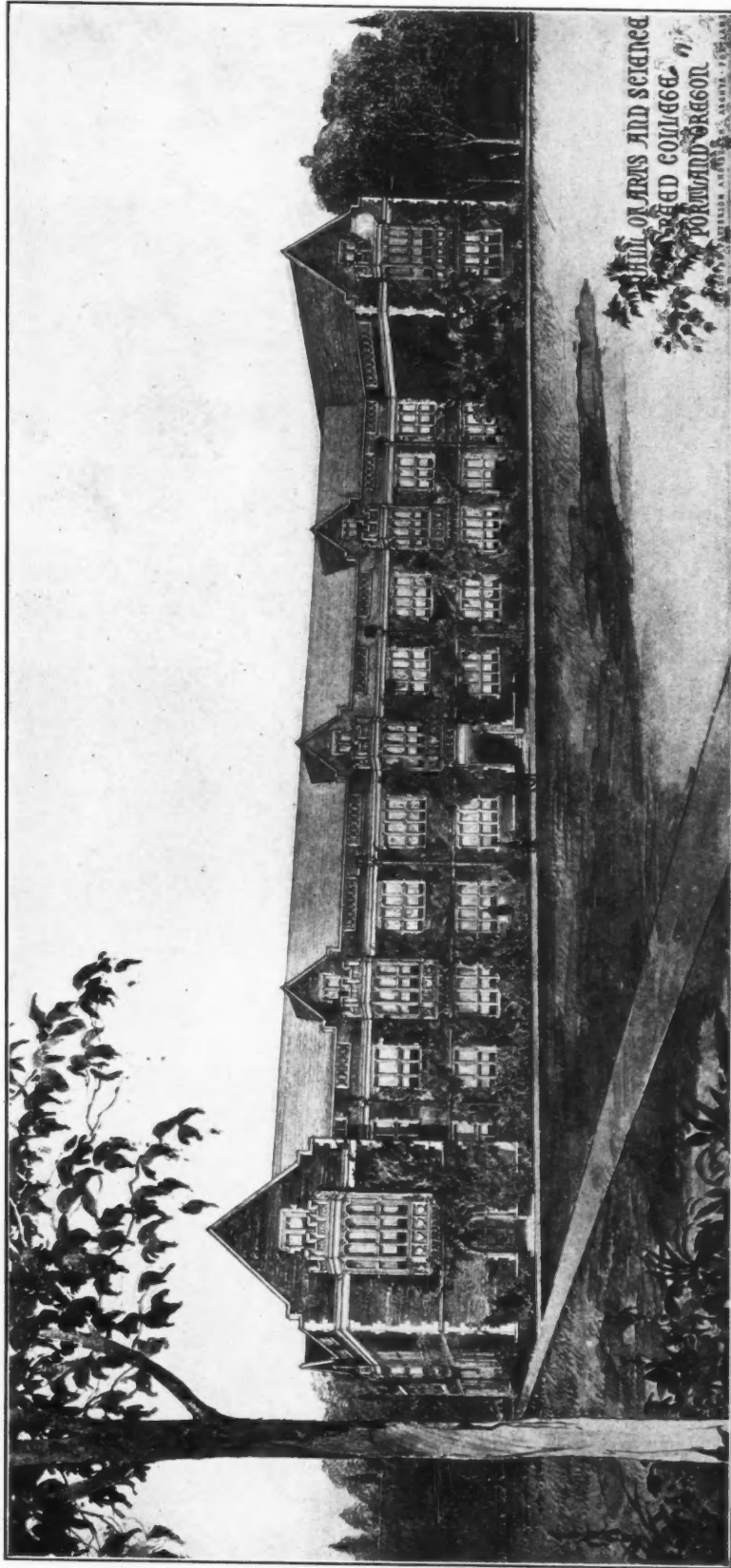
We sincerely hope that something can be done to remedy this, to us, serious defect in the make-up of these different magazines. We do not know how most other architects feel on this matter, and would like to inquire if you have had any similar inquiries or objections heretofore.

We would suggest to our correspondents that it might be well for them to use cabinet files that would permit of the filing of sheets of the maximum size of the largest-paged architectural publication published. Naturally, these would allow for the filing of all sheets under the maximum size. To us it seems a far easier matter for any architectural firm to adapt the size of its files than to hope or expect that all architectural publications should consent to adapt the size of their pages to fit any special file.

Tenino Stone Endorsed

On the principle that all Pacific Coast industries which will develop its resources and make for its progress are worthy endorsement, THE PACIFIC COAST ARCHITECT herewith reprints a resolution adopted by the Southwest Washington Development Association and Peninsula Development League, in joint convention at Olympia, Wash., January 26, 1912:

Resolved, That we endorse the efforts of the Tenino Commercial Club to prevent the crushing of the stone industry of the state through the importation of Eastern stone for public buildings; and that the Southwest Washington Development Association recommends that architects, school boards, building committees, county commissioners and public officials generally of this state discontinue the practice of importing Eastern stone for our public buildings to the detriment of our home quarries, our workmen and our people generally; and that we suggest to the state capitol commission the use of Washington material as far as possible for the construction of our capitol building, where such materials can be obtained at reasonable cost.



Hall of Arts, Reed College, Portland
Doyle, Patterson & Beach, Architects

PHOTO BY THE ANGELUS STUDIO

PACIFIC COAST ARCHITECT
FEBRUARY, 1912

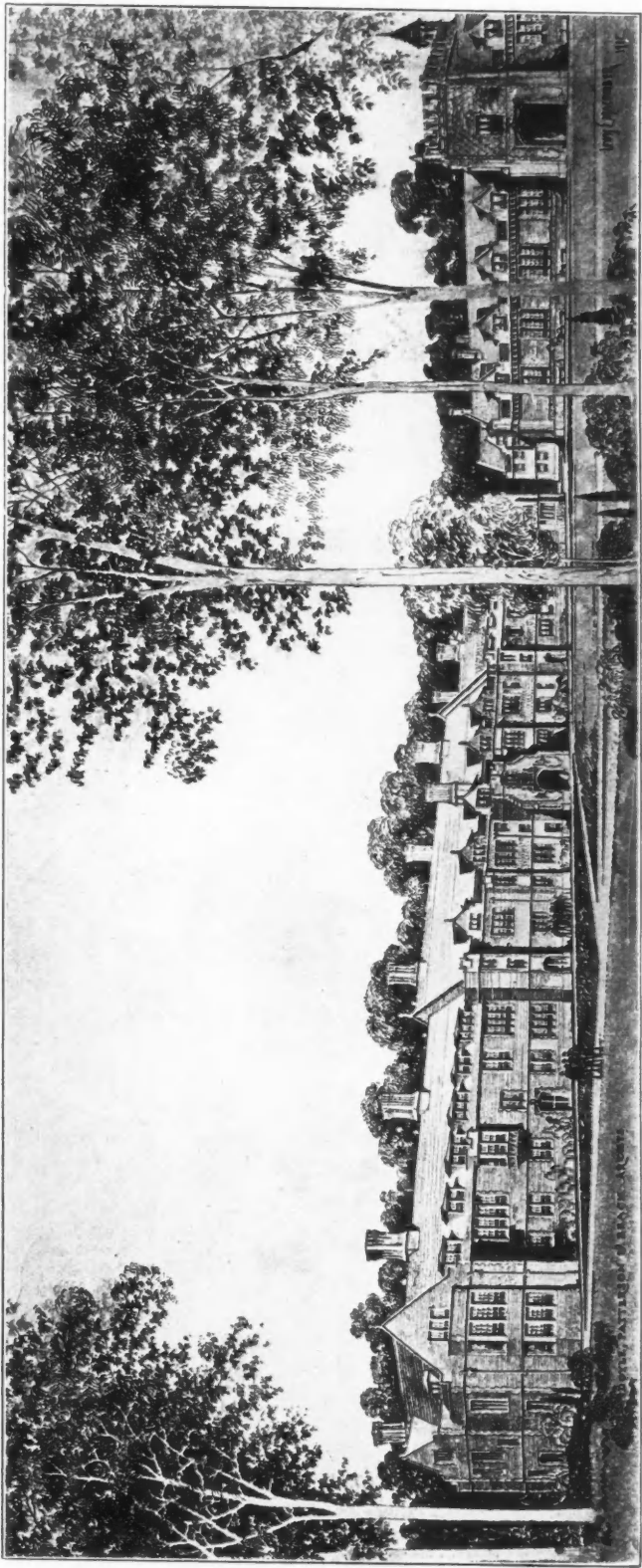
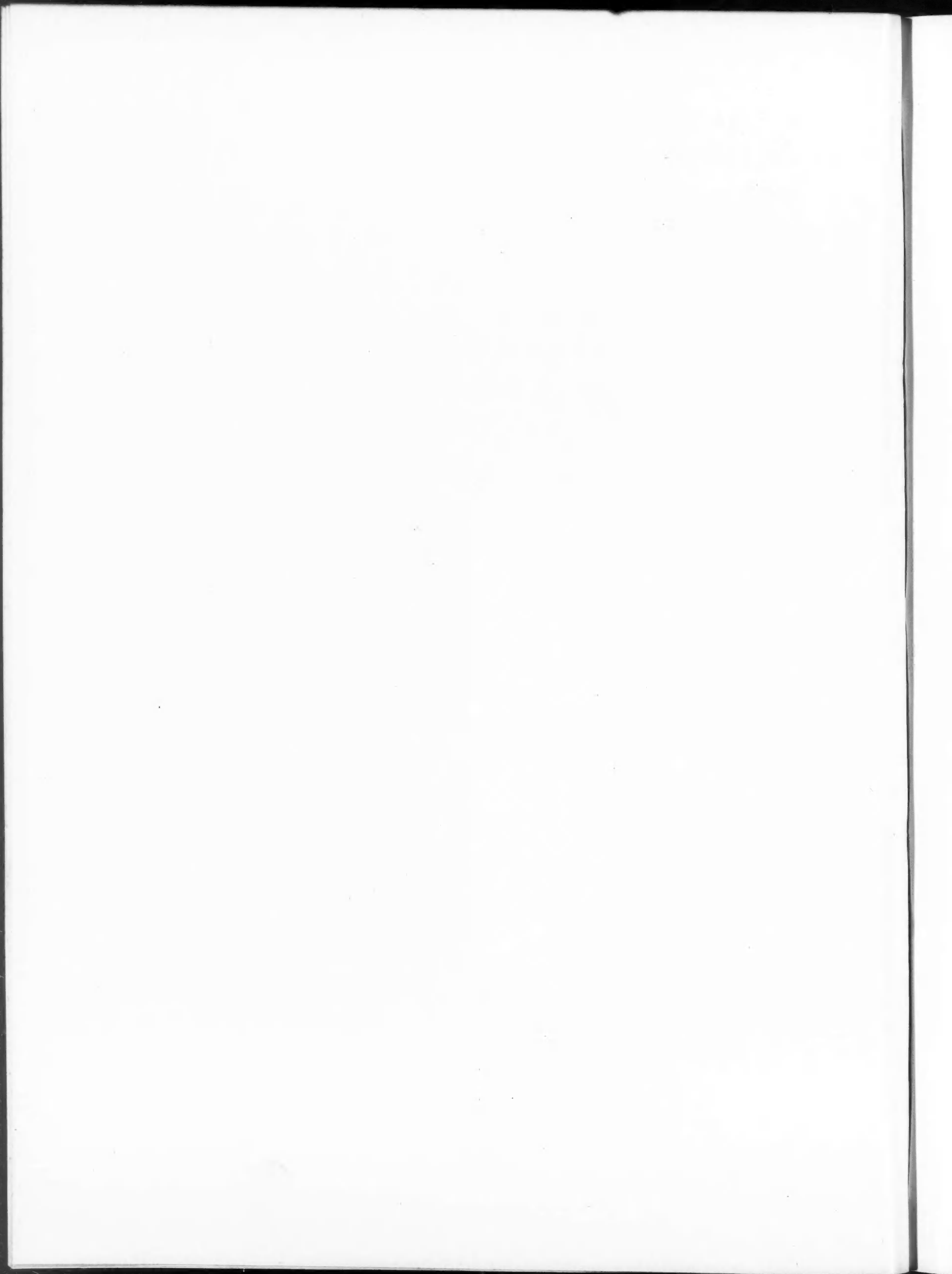
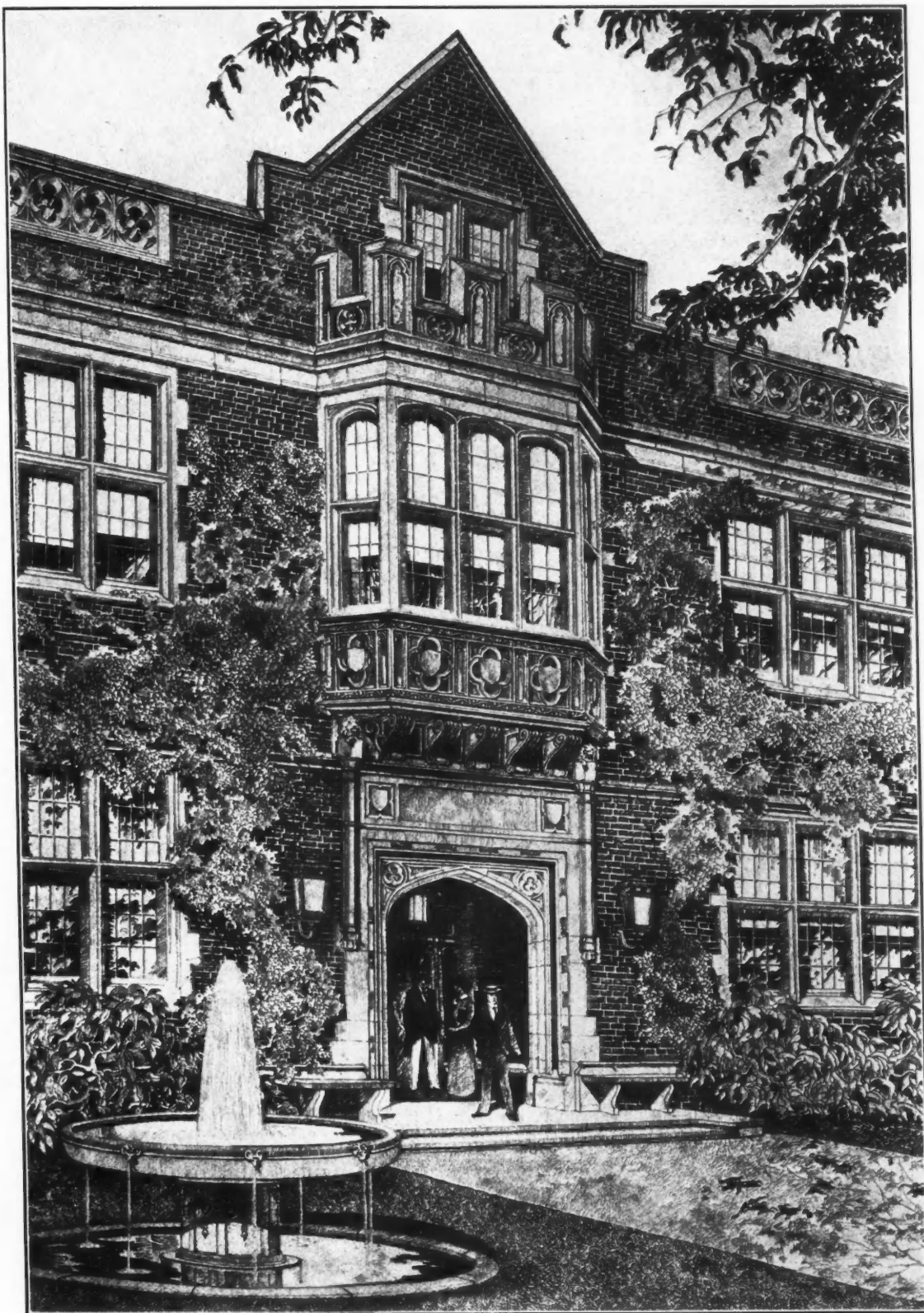


PHOTO BY THE ANGELUS STUDIO

View from Quadrangle, Dormitory and Administration Building, Reed College, Portland
Doyle, Patterson & Beach, Architects

PACIFIC COAST ARCHITECT
FEBRUARY, 1912

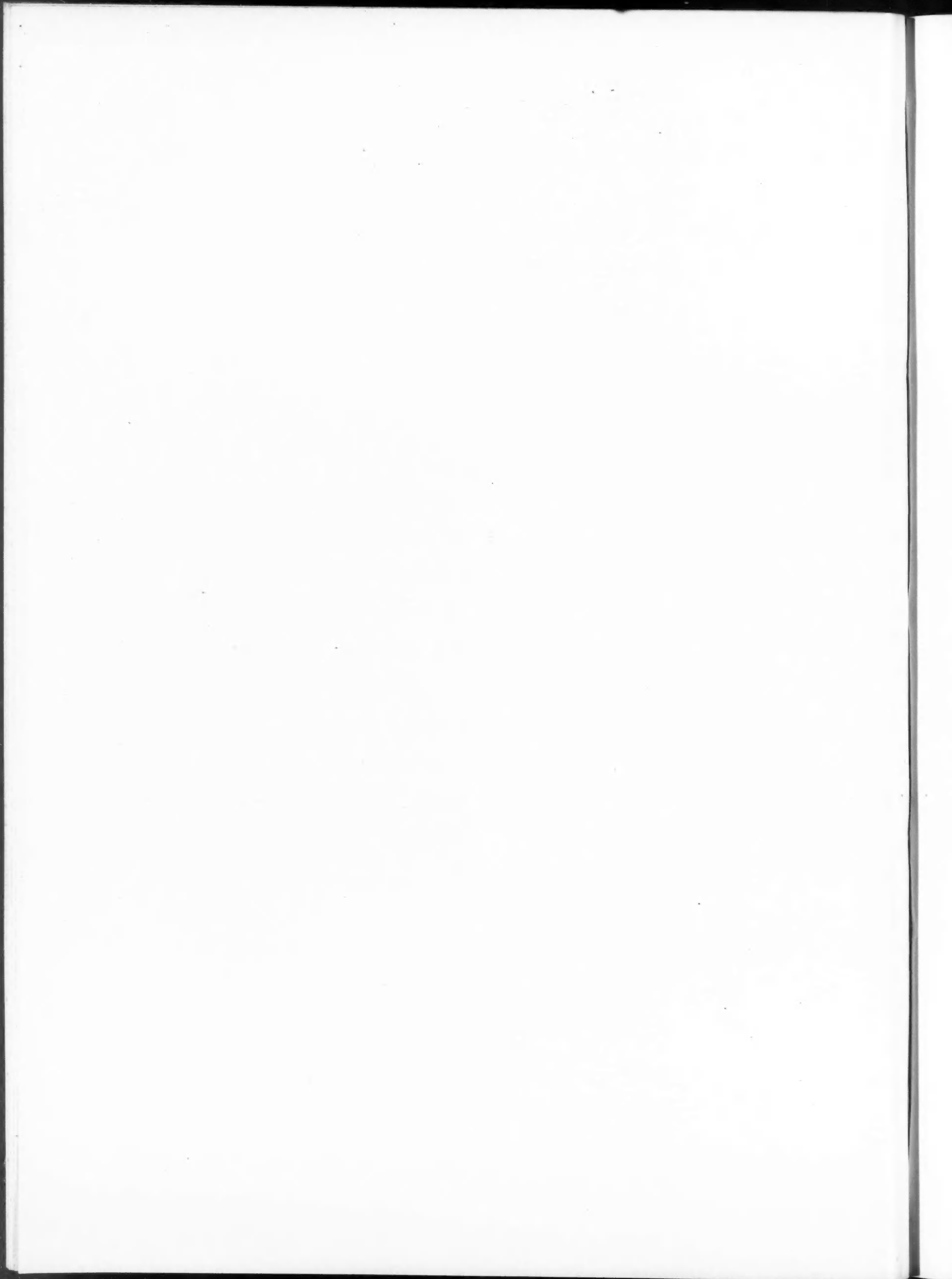




Detail of Main Entrance to Hall of Arts, Reed College, Portland
Doyle, Patterson & Beach, Architects

PHOTO BY THE ANGELUS STUDIO

PACIFIC COAST ARCHITECT
FEBRUARY, 1912





Detail of Main Entrance to Dormitory, Reed College, Portland
Doyle, Patterson & Beach, Architects

PHOTO BY THE ANGELUS STUDIO



Hotel Multnomah, Portland
H. Hanselmann, Architect

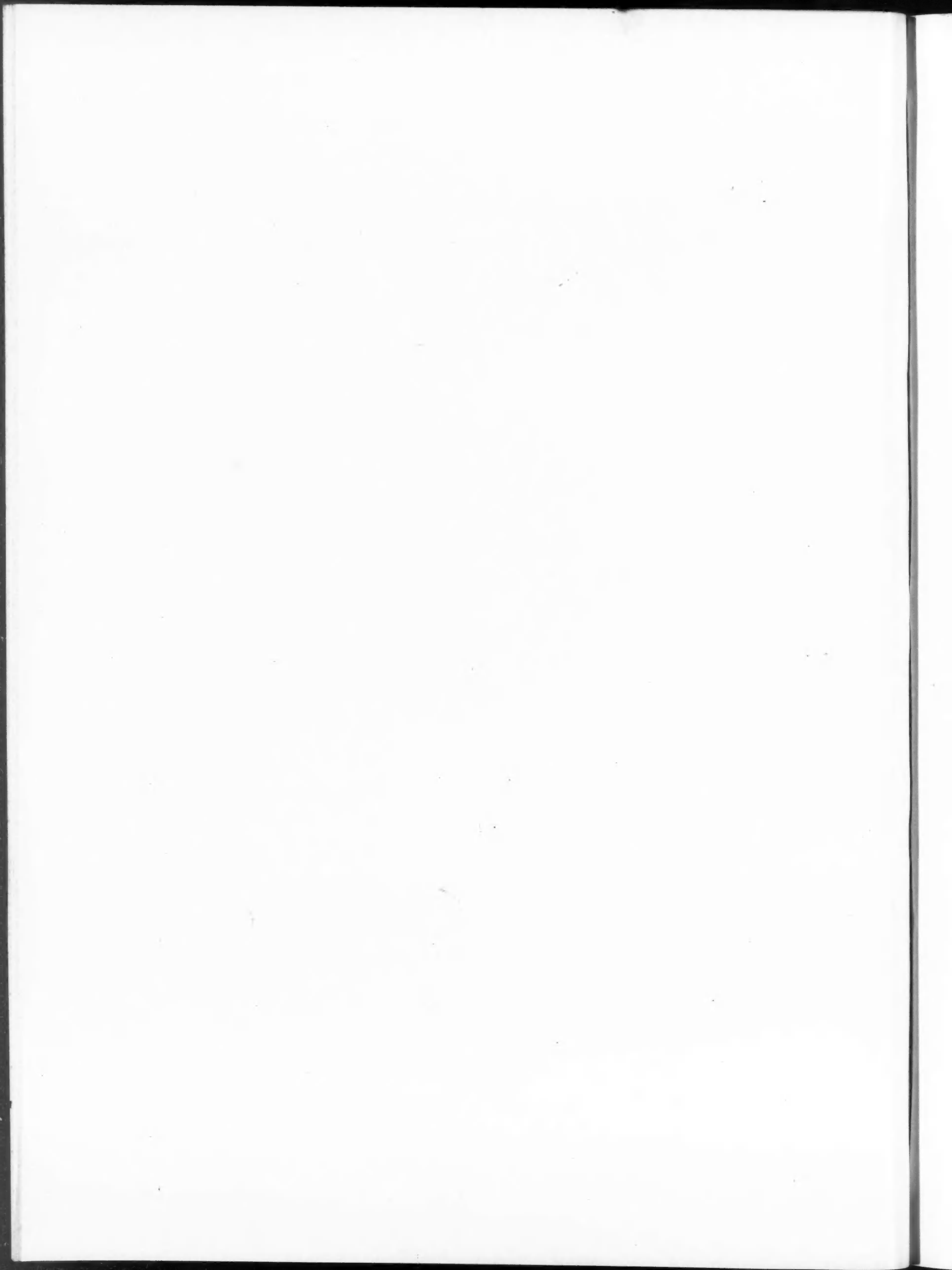
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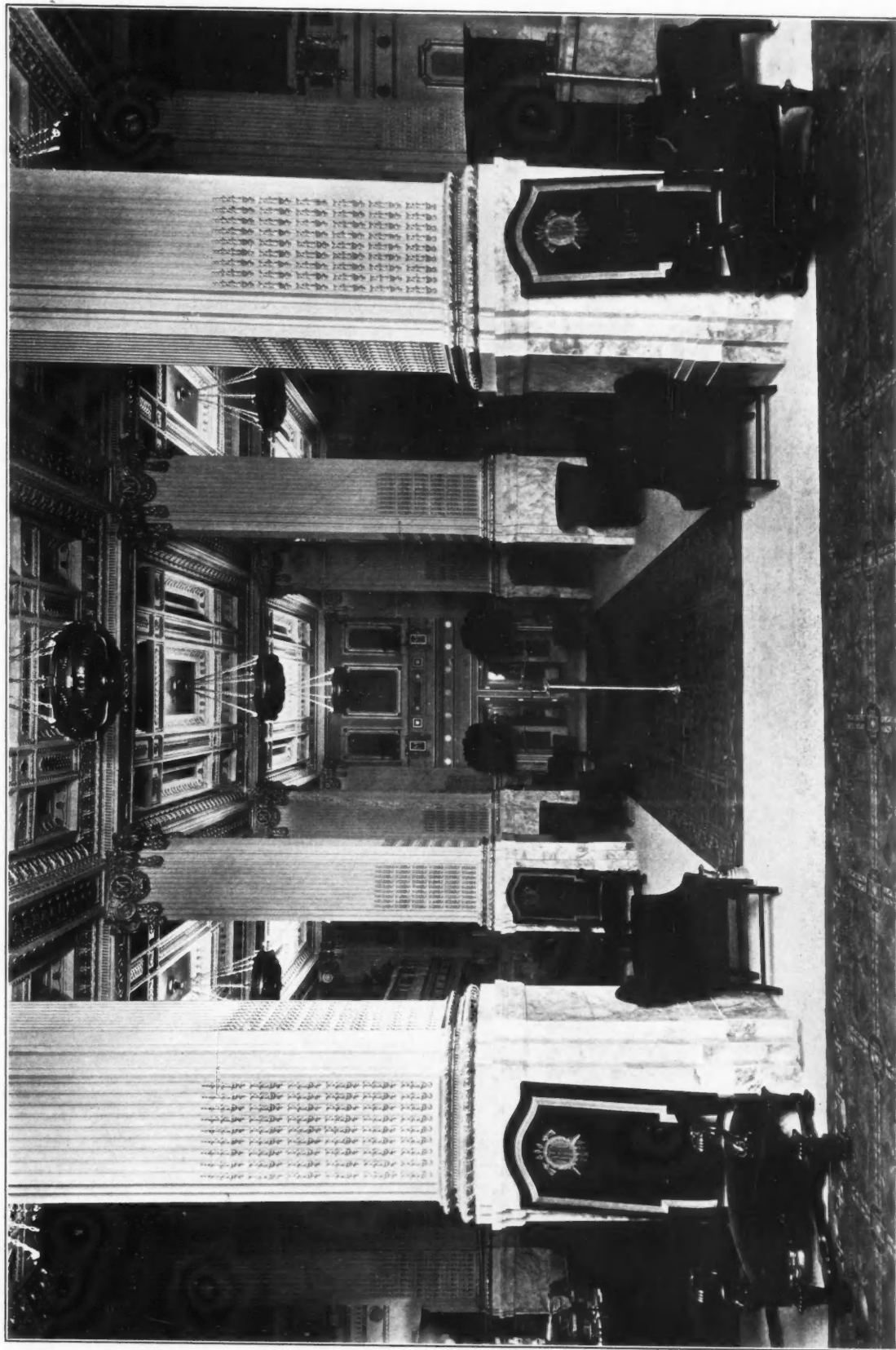


PACIFIC COAST ARCHITECT
FEBRUARY, 1912

Lobby, Hotel Multnomah, Portland
H. Hanselmann, Architect

PHOTO BY THE ANGELUS STUDIO

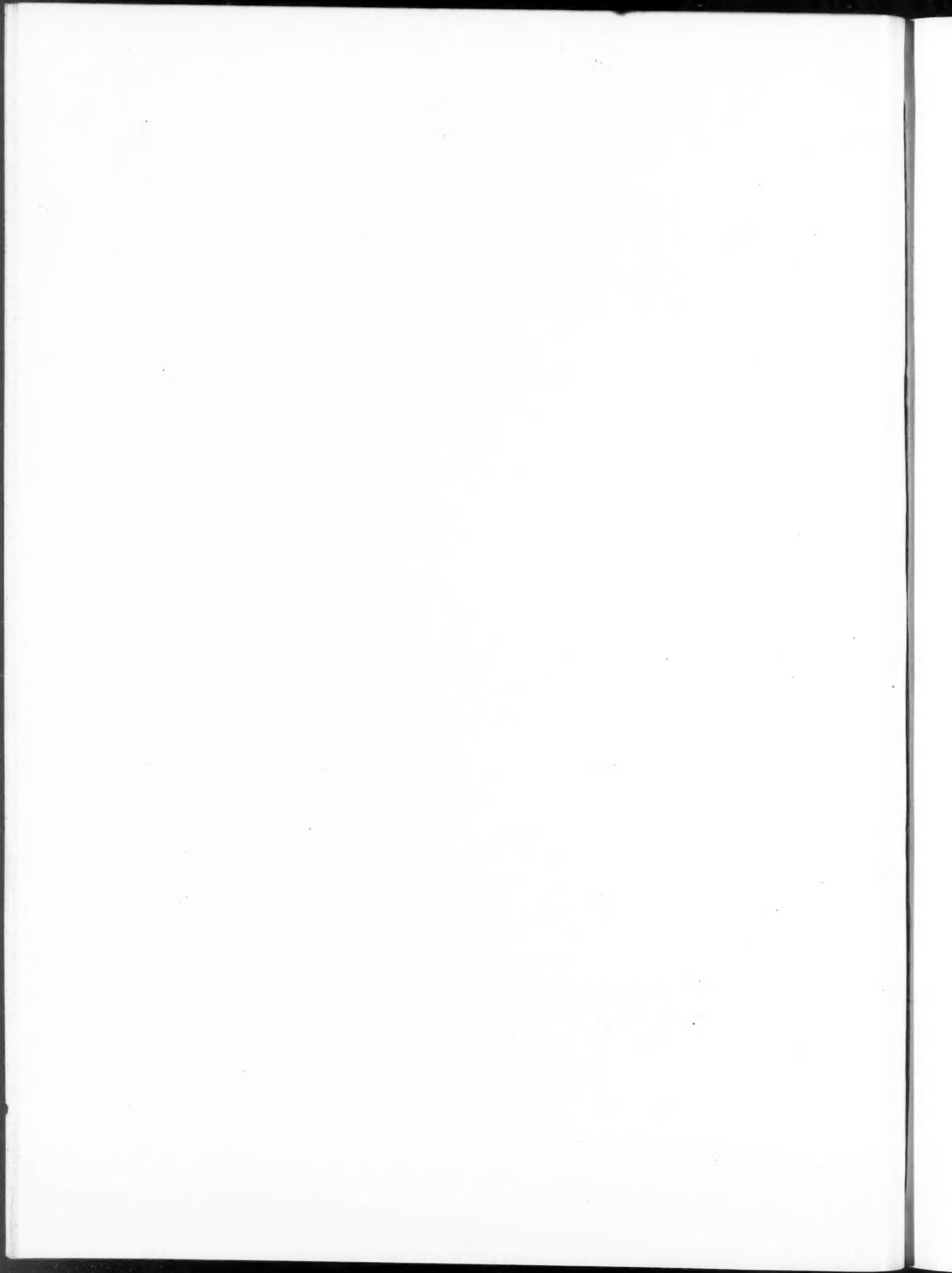


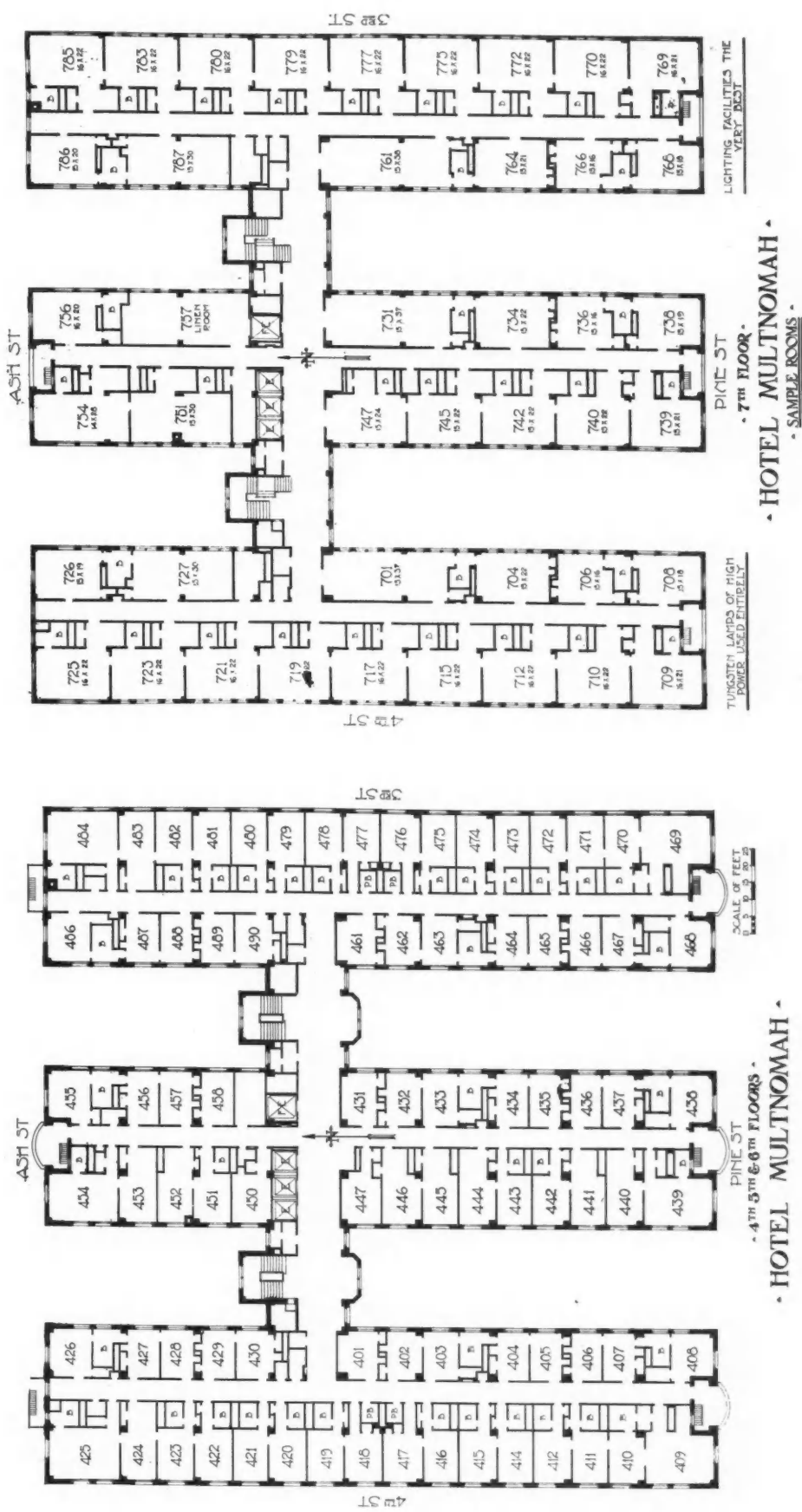


Lobby, Hotel Multnomah, Portland
H. Hanselmann, Architect

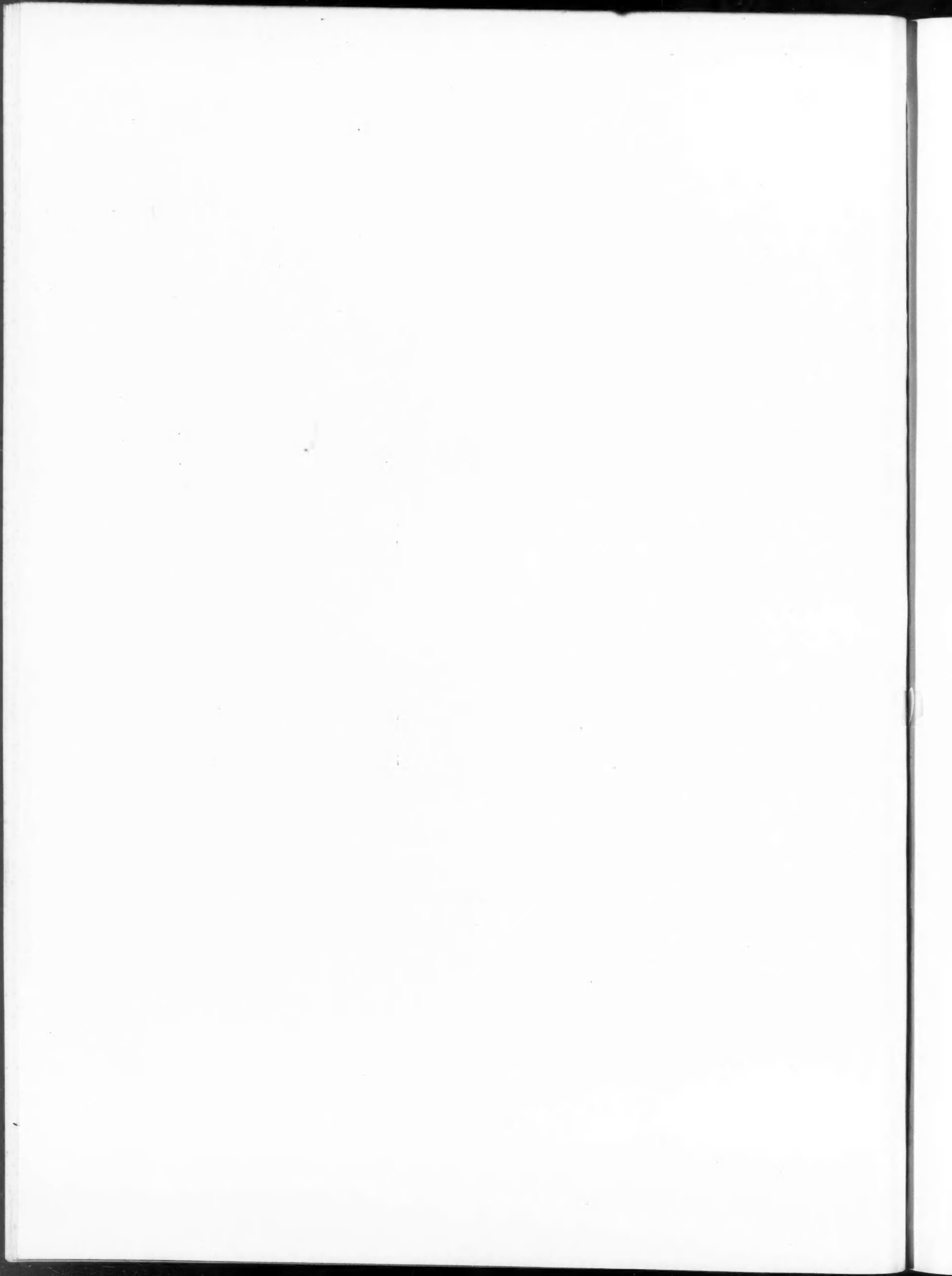
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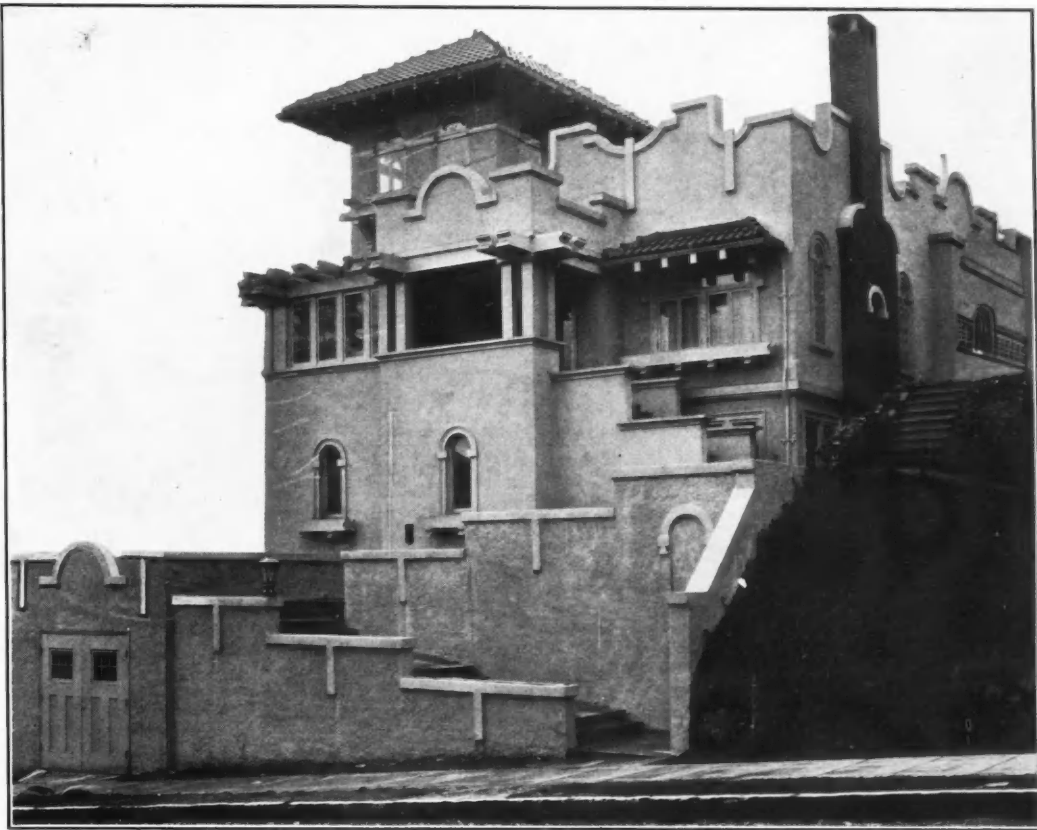
PACIFIC COAST ARCHITECT
FEBRUARY, 1912





Hotel Multnomah, Portland
H. Hanselmann, Architect

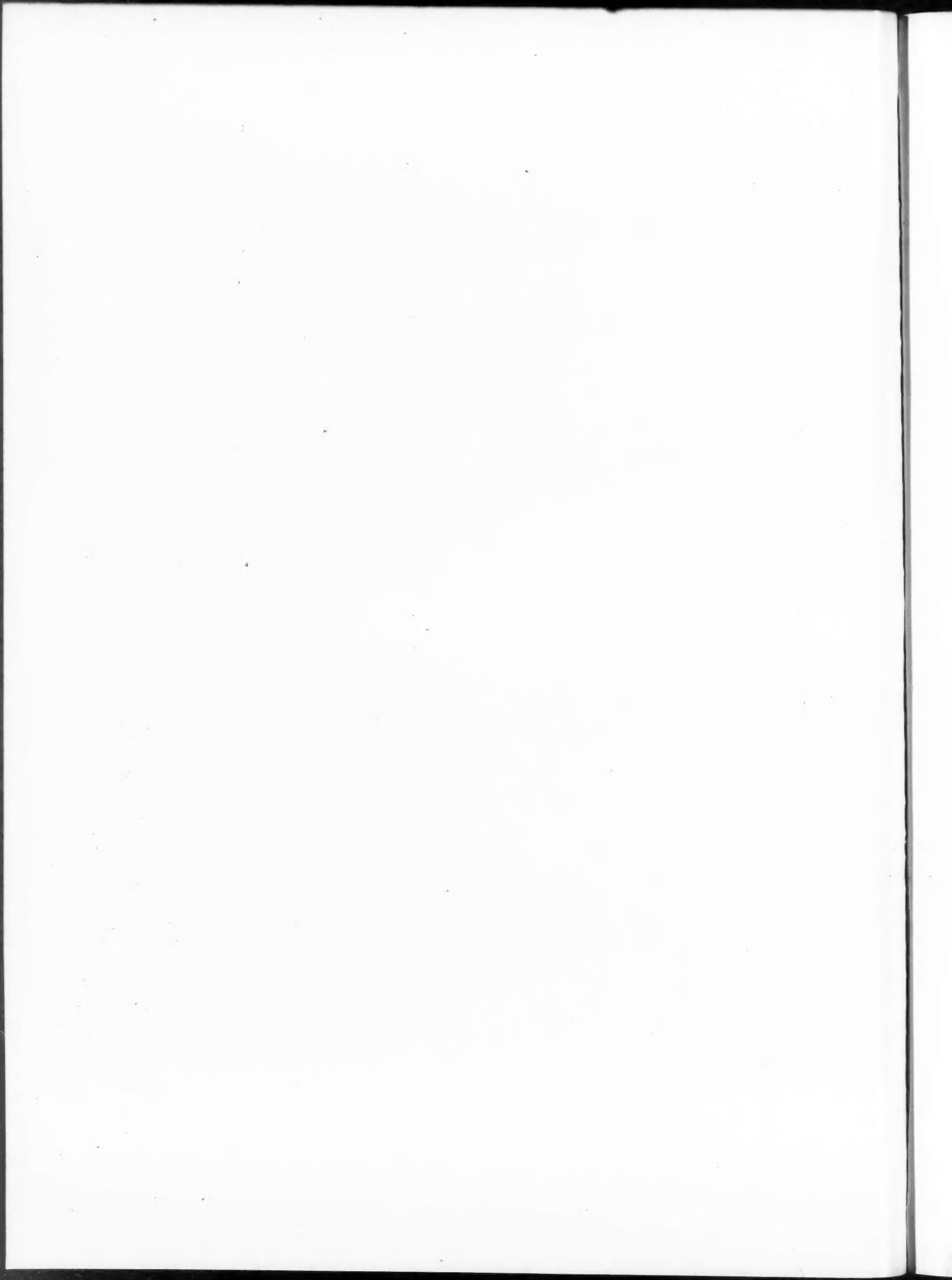




Elevation, Residence Mr. E. E. Covert, Portland
Roberts & Roberts, Architects



West View Living Room, Residence Mr. E. E. Covert, Portland
Roberts & Roberts, Architects

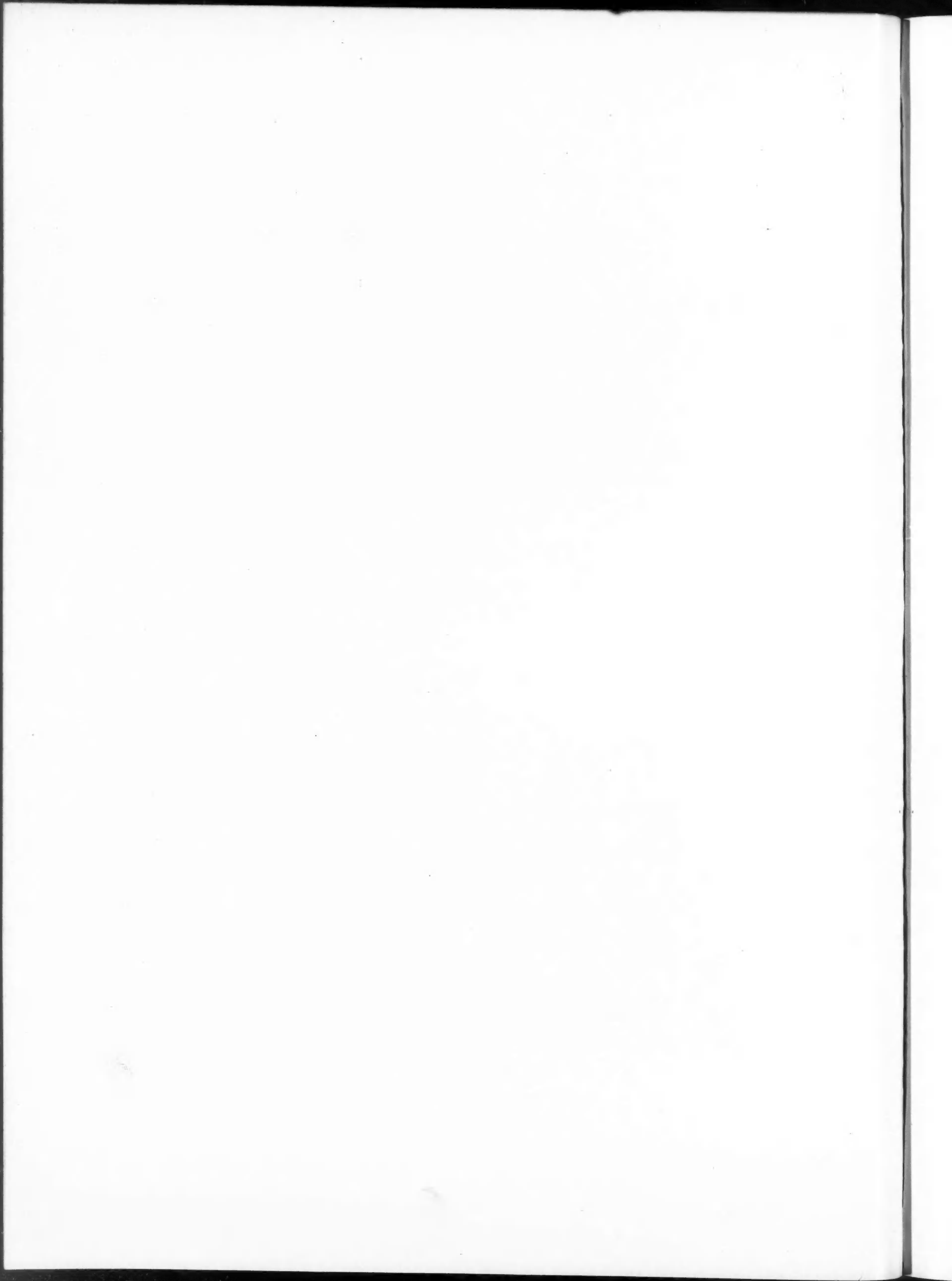


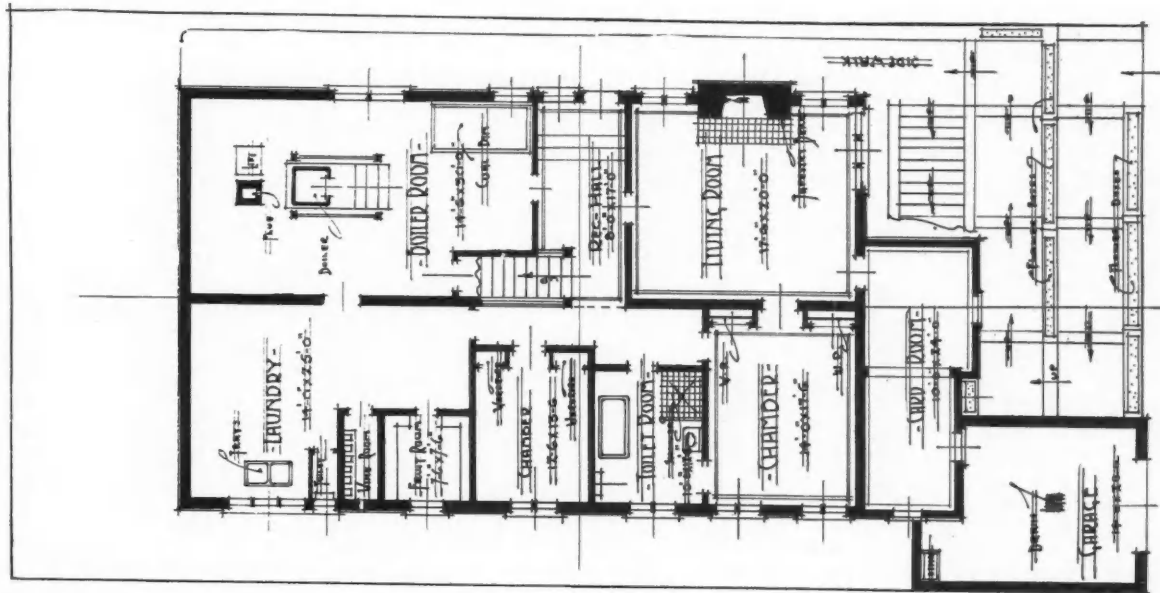


Den, Residence Mr. E. E. Covert, Portland
Roberts & Roberts, Architects

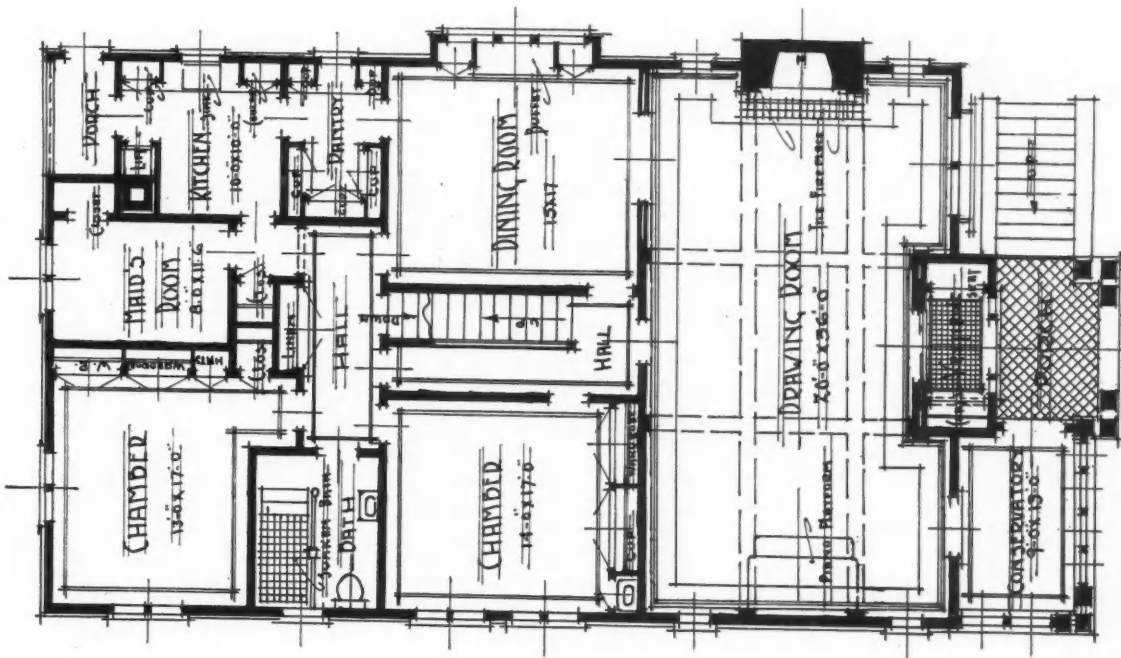


East View Living Room, Residence Mr. E. E. Covert, Portland
Roberts & Roberts, Architects





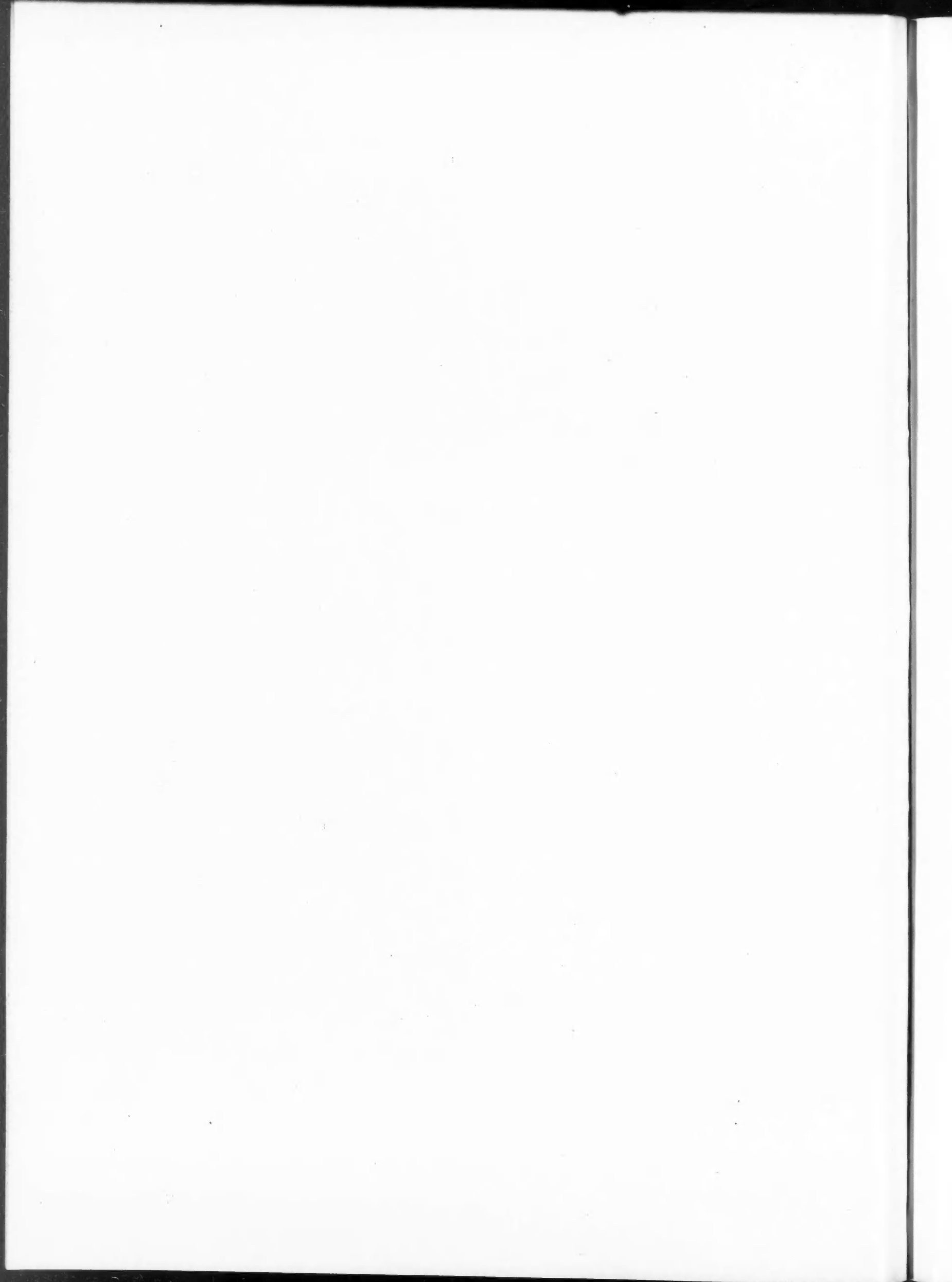
BASEMENT PLAN



FIRST FLOOR PLAN

Floor Plans, Residence Mr. E. E. Covert, Portland
Roberts & Roberts, Architects

PACIFIC COAST ARCHITECT
FEBRUARY, 1912

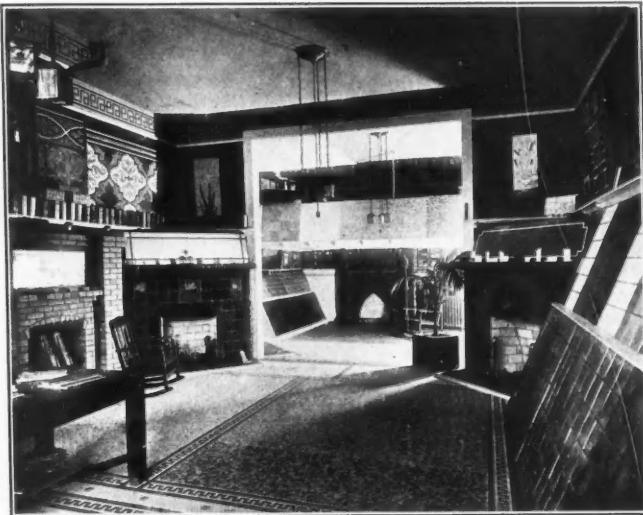


Written expressly for *The Pacific Coast Architect*

Suggestions for Fireplace Construction

By FRED W. WAGNER

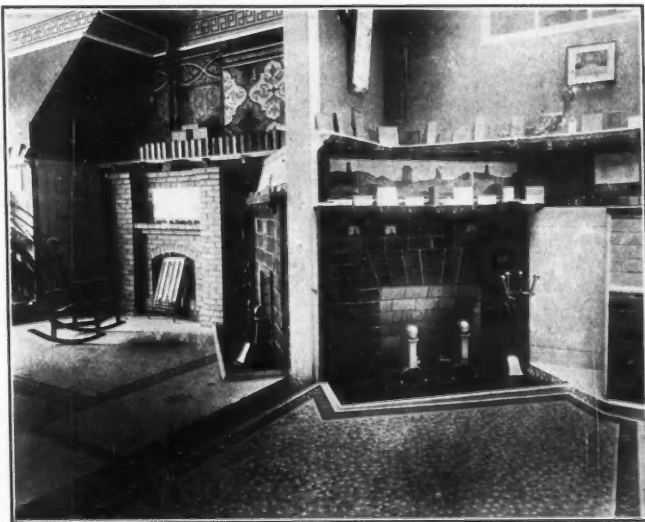
The fireplace, in a peculiar and intimate sense, is the center of the home. A gas stove or a radiator may contribute to bodily comfort, but the open fire does more—it extends a vista in the world of imagination, of pleasant memories; it is companionable. A home without it is like a home without books. A fireplace is not a luxury, it is a necessity—because it adds to the joy, comfort and beauty of living.



General View Fred W. Wagner's Sales Room

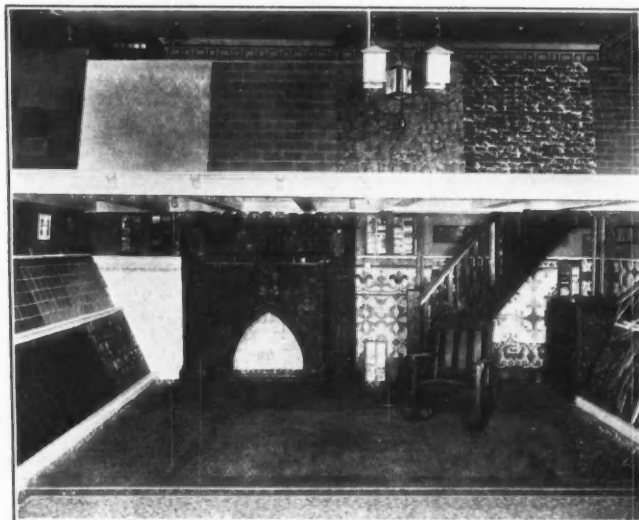
Photo by
The Angelus Studio

Now, as a design, the fireplace becomes the dominant note in the entire scheme of decorating and furnishing, hence it must be thought out with a restraint that shall keep it in its proper place as a unit in a harmonious whole. Its proportions, form and color, must always be considered as relative to other things. It should invite attention without being obtrusive. It should quietly assert itself as if to invite attention to the cheer and comfort that it gives a room. In general, a choice of tile is a troublesome and difficult task. So many questions of size, shape, color, texture and price are to be taken into consideration. It fre-



STROBL TILE MANTEL
Display Room, Fred W. Wagner

Photo by
The Angelus Studio

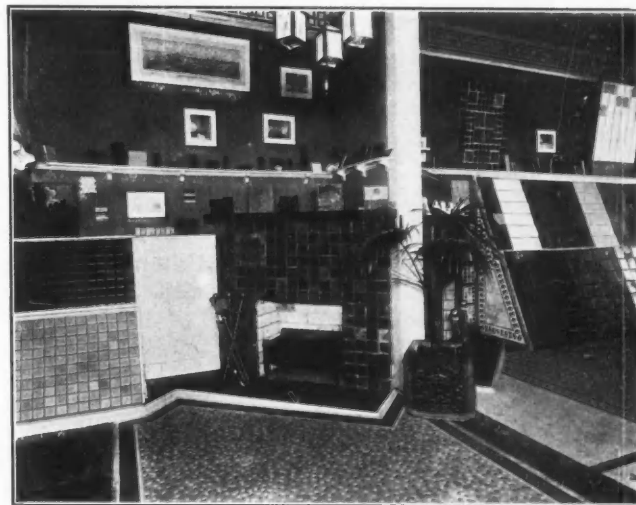


MORAVIAN TILE MANTEL
Display Room, Fred W. Wagner

Photo by
The Angelus Studio

quently happens that a sample tile, beautiful in itself, will make a monotonous and uninteresting fireplace and one without life or character.

The face of a fireplace should be treated as a unit of composition with accents of color and variations of texture, touches of interest that the eye never tires in viewing. After the selection is definitely settled upon the next and most important question is to see that the fireplace is rightly



BATCHELDER & BROWN, Pasadena Tile Mantel
Display Room, Fred W. Wagner

Photo by
The Angelus Studio

built, and does not smoke. There are two things in the home that can cause more annoyance and discomfort than anything else, no matter how fine the surroundings and decorations or how complete the other arrangements, and these two things are a leaky roof and a smoky fireplace. A few of the more important points are these, that whatever the number of square inches of the fireplace opening, the flue should have one-fifth that area. It should be thoroughly cleaned before being accepted by the architect and the firebrick lining should be built at least eight or ten inches higher than the frieze of the mantel, or where the arch bar crosses the opening. The opening at the throat should not be too large or too small, four inches being about right for an ordinary fireplace. Under no conditions should more than one heating or cooking fixture feed into the same flue of any fireplace.

Builders' Exchange of Portland

The Builders' Exchange of Portland was organized less than a year ago, yet it shows a vigorous growth and now has a membership of 225. During the past month the Master Builders' Association, long established, and the Builders' Exchange were merged into one organization.

The main purpose this institution has in view is the advancement of local business interests and the elimination of irresponsible and dishonest contractors. Its headquarters is at the northwest corner of Second and Alder streets. Its officers are:

President, E. B. White, general contractor; vice-president, E. E. Angell, general contractor; secretary and manager, L. F. Danforth, contracting painter; treasurer, D. W. Ward, plastering contractor. The board of directors, including the officers, is composed of the following: John Ruedy, G. E. Weaverson, W. F. Blaessing, Fred W. Wagner, F. R. Jacobsen, Thomas Muir and H. B. Loveridge.

The Exchange has been the direct means of bringing more than \$500,000 worth of work to the city from outside sources, and it has been made the repository for all plans of Government buildings projected in this territory.

Personal Mention

Architect Robert F. Tegen is in Vancouver, B. C., on business.

Architect Lewis I. Thompson is making an extended trip in the East.

Architect H. H. Ginnold, of Seattle, has moved from 661 Empire Building to 803 Northern Bank Building.

Bernard C. Jakway, of the firm of J. G. Mack & Co., was a recent visitor to Aberdeen, Wash.

D. T. Farnham, assistant manager of the Denny-Renton Clay and Coal Company of Seattle, was a recent visitor in Portland on business.

Architect W. D. Van Sicklen, of Seattle, has opened an architectural office at 616 Hayward Building, Victoria, B. C.

C. C. Smith, sales manager of the Western Clay Company, was a recent visitor to Salem on business.

Architect A. E. Doyle, of Doyle, Patterson & Beach, has returned from an extended trip in the East.

Architect Alvin Johnson, of Seattle, has moved from 901 Northern Bank Building to 227 Arcade Building.

C. Lewis Wilson & Co., architects, formerly located in the Empire Building, have moved to 809 Northern Bank Building, Seattle, Wash.

Architect H. B. Pearce, Seattle, has moved from 425 Arcade Annex to 471-472 same building, where he will have larger and more adequate quarters.

Mr. Whidden, senior member of the architectural firm of Whidden & Lewis, is making an extended trip in the far East.

E. J. Mathews, vice-president and treasurer of the Denny-Renton Clay and Coal Company of Seattle, was a recent visitor in Portland.

C. J. Dondero, of the Portland Cement Laundry Tray Company, has returned from a business trip to Seattle.

M. M. York, sales manager of the Pacific Face Brick Company, has returned to his desk after an absence of a six weeks' sick spell.

Architect E. E. McClaran, 525 Lumber Exchange Building, has returned from a business trip to Walla Walla, Wash.

P. W. Rochester, manager sales and traffic department of the Washington Portland Cement Company of Seattle, Wash., was a recent visitor in Portland on business.

Munson Dewprey is now connected with the sales force of the local office of the Trussed Concrete Steel Company and will cover the Northwest territory.

J. F. Kable, formerly of the firm of architects Kable & Kable, is now associated with the Pacific Iron Works as architectural engineer.

Architect F. Stanley Piper, of Bellingham, Wash., has formed an association with Mr. Brown, of Vancouver, B. C., and has opened an office at 216 Carter-Cotton Building in the latter city.

Architect James Schack, Downes Building, Seattle, is on a two months' trip to Germany. While away he will visit his people, returning about March 1st.

Architect H. B. Spear, of Seattle, has opened an office in Chehalis. Mr. Spear is one of the members of the firm of McCoy & Spear, Seattle.

The partnership of Bernbach & Mayer, architects, 720 Marquam Building, has been dissolved. Max F. Mayer, the retiring partner, has gone East. George Bernbach has taken charge of the business and will remain at the same place.

The architectural firm of Baker & Bingham, 413 Maegly-Tichner Building, has dissolved, George E. Bingham retiring. Mr. A. Clark Baker has enlarged the offices and will conduct the business under the name of Baker Architectural Company at the same place.

P. O. Brandenburg, draftsman for Robert F. Tegen in his Vancouver, B. C., office, has returned to the local office.

Mr. Crane of the architectural firm of Rankin, Kellogg & Crane, of Philadelphia, was a recent visitor in Portland. Mr. Crane is making an extended trip through the Pacific coast states.

Architect Bennes of Bennes & Hendricks has returned from a six weeks' trip through California.

Architect John P. Cook has opened an office in Lakeview, Ore. Mr. Cook was formerly located at Alturas, Cal.

C. D. Swan, the eminent English civil engineer, who was commissioned by the Canadian government to prepare plans for harbor improvement at Vancouver, B. C., has practically completed his work and will leave for Europe in a few days.

Charles H. Walker, formerly a member of the firm of Hooper & Walker, Winnipeg, architects to the government of Manitoba, has moved to Victoria, where he will practice his profession.

David R. Brown of the architectural firm of Brown & Valance, of Montreal, has been in Vancouver, B. C. He has inspected the University of Point Grey site at Point Grey, B. C., and it is expected that his firm will submit plans for the construction of the building.

Among Portland visitors recently was S. T. Whittaker, an architect of Ogden, Utah. Mr. Whittaker is much interested in reinforced concrete construction, to which he is devoting much study. The large and ever increasing number of this class of buildings in this city afforded him exceptional opportunities for study. He intended going to Seattle, Tacoma and Spokane to continue the study of the subject.

Among the many candidates for nomination at the coming primaries for the office of sheriff of Multnomah County on the Republican ticket W. B. Hollingsworth is perhaps the most widely and favorably known. For the past seven years "Holly," as he is best known, has most ably and satisfactorily filled the position of chief deputy in Sheriff Stevens' office. "Good Luck Holly" is a prime favorite with attorneys and the public, and a most efficient man. Mr. Hollingsworth was formerly chief credit man and head bookkeeper for the F. W. Devoe Paint Company, of Chicago, and later on had charge of the Portland office for the same company. He enters the present campaign with brilliant chances for success.

Trades Notes

W. P. Fuller & Co. furnished all the plate glass in the new Multnomah Hotel.

C. N. Stockwell, manager of the Columbia Hardware Company, is on an extended trip East.

Timms, Cress & Co. furnished all the bar lock sidewalk lights for the Multnomah Hotel.

J. C. Wineland Building and Engineering Company have moved from the Macleay Building to 313-315 Selling Building.

The Washington Brick, Lime and Sewer Pipe Company of Spokane furnished the cream plastic brick on the Multnomah Hotel.

L. R. Walker, of Stebbens, Walker & Spinning, Tacoma, has returned from a visit to St. Louis.

George Sohns, local manager of the Lithocrete Company, is on a business trip to Seattle and Vancouver, B. C.

L. A. Spear, manager of the Washington Brick, Lime and Sewer Pipe Company of Spokane, was a recent caller at the local office.

All the Northwest managers of the H. W. Johns-Manville Company have returned from their annual convention just being held in San Francisco.

The Portland Wire and Iron Works have just finished installing office railings and enclosures for the Gauld Company.

J. C. English & Co., 128 Park street, furnished and installed the lighting fixtures in the E. E. Coovert residence shown in this issue.

The Western Building Material Company, 801 Lewis Building, will furnish 10,000 barrels of cement to be used in the construction of the Reed Institute.

W. E. Burke, sales manager for the Three Forks Portland Cement Company of Trident, Mont., was a recent visitor to Portland and the Sound cities.

The Seattle Commercial Club have moved their quarters from First and Columbia streets to the third floor of the Postal Telegraph Building.

J. A. Drummond, 823 Madison street, Seattle, coast representative for the N. & G. Taylor Company, Philadelphia, is on an extended business trip through California.

J. C. Bayer, 204 Market street, has the most complete kalimine plant on the Pacific Coast, where he manufactures kalimine door, trim and copper store fronts.

The Sullivan Tile Company, Board of Trade Building, have moved their office to 129 East Water street.

The Portland Cement Laundry Tray Company will start to manufacture charcrete laundry trays on or about March 1st. This tray stands every test that it has been put to and is only half the weight of the concrete tray.

The Portland Sheet Metal Works is doing the kalimine work and metal sash in the Lincoln High School, and the sheet metal work, roofing and metal windows on the Woodard-Clarke and Honeyman warehouse.

The Denny-Renton Clay and Coal Company of Seattle, Wash., will furnish through their local agency, the Western Clay Company, the vitrified building pavers for the Pendleton High School.

M. L. Kline, 84-86 Front street, furnished all the plumbing materials and fixtures in the Multnomah Hotel. The Hasslo Engineering Company did the work.

John L. Howard, president of the Western Building Material Company, was a recent visitor to their local office. Mr. Howard was making his usual spring visit, returning from Nanaimo, B. C., on his way to San Francisco.

J. S. Winters & Co., 605 Couch Building, have the contract for the erection of the four-story 50 x 200 building for the Crown Trust Company and foundation for the Shea Building, Second and Burnside streets.

The Parelius Manufacturing Company furnished all the interior trim, doors, windows, casings, bar and fixtures, and manufactured and placed all the woodwork in the Multnomah Hotel.

Timms, Cress & Co. have just finished the onyx work on the People's Theater building at West Park and Alder streets and have secured the contract for furnishing the onyx for the Montana Amusement Company's theater at Butte, Mont. The onyx in both of these jobs being the genuine Pedrara Mexican onyx, is handled exclusively in this territory by Timms, Cress & Co.

The Kelley Manufacturing Company, 45 to 52 North Tenth street, manufacture all kinds of special design furniture, and at the present time they are finishing in their factory two dozen specially designed library tables made of yaka and quartered sawed oak.

The Pacific Face Brick Company will furnish the cream white plastic brick on the Woodard-Clarke building, white brick on the Holtz Department Store Building and the brick for the E. F. Wassell four-story building at Twentieth and Kearney streets.

F. B. Gilman, local manager of the H. W. Johns-Manville Company, has returned from San Francisco, where he attended the convention held for the managers of the Pacific coast states of his company.

The G. P. Eiemann Lumber Company, 519-521 Railway Exchange Building, furnished and laid the clear hard maple floors in the assembly hall, banquet and committee rooms in the new Multnomah Hotel. This firm carries in stock a full line of Eastern oak and maple flooring in all sizes and thicknesses.

The Western Stovepipe and Sheet Metal Company, 429 Stark street, supplied and installed all the cooking utensils, steam table, chef's table, range, pot rack, bake oven and equipment, and planned the refrigerators in the new Multnomah Hotel. Ernest Auestselin, the chef of the new hotel, expresses himself as delighted with the culinary department, and states that the kitchens of the Multnomah are as large and in many ways superior to those of the Hotel Astor, New York.

The Spokane Ornamental Iron and Wire Works, Spokane, Wash., has just completed the ornamental iron work on the new Multnomah Hotel and will furnish the ornamental iron for the new Lipman-Wolfe building, Fifth and Washington streets.

J. C. Bayer, 204 Market street, did the roofing and skylight work and installed the ventilating in the basement of the new Multnomah Hotel, and is installing the kalimine work in the Multnomah County court house and the new Lincoln High School, and is doing the roofing, kalimine and copper work on the Merchants National Bank at Fourth and Washington streets.

B. H. Ohler has opened an office at 1402 Yeon Building for the Kawneer Manufacturing Company of Niles, Mich., and will represent the factory direct. Mr. Ohler will have charge of the Northwest territory.

The drapery, color scheme and elegant furniture in the handsome Coovert residence, illustrated in this issue, were especially designed by the well known house of J. G. Mack & Co. These all adjust themselves in one harmonious blending of beauty and utility unsurpassed in any local home of which we know.

One of the up-to-the-minute hardware firms of Portland is the Columbia Hardware Company. It handles the Sargent artistic hardware. The Columbia Hardware Company's exhibition room at 104-106 Fourth street contains a full assortment of this high class hardware and is worthy of a visit from those who desire only high grade hardware, such as is manufactured by Sargent & Co., 1159 Leonard street, New York.

The Trussed Concrete Steel Company have opened a branch warehouse at 147 Front street, where they will carry a complete line of the well known Kahn system products. They have installed a powerful motor driven shear, and are in a position to cut to exact lengths all reinforcing bars. For this they make no extra charge either for labor or scrap. Their stock of ribbed bars, round rods, ribbed laths and high ribbed sheeting, ribbed studs, stair threads and joist hangers is complete in all sizes. All orders will be filled the day they are received.

Insurance authorities predict that the time is coming in the United States when the owners of buildings will be held responsible for fires spreading from their buildings to those of others, as is the case abroad. In this connection a striking illustration is given in a recent issue of *Roofing Tin*, issued by the N. & G. Taylor Company of Philadelphia. A paper box factory in that city was gutted by fire. Though the stock was highly inflammable and the floors were saturated with grease, varnish, etc., the superior tin roofing on the structure made by the Taylor Company held the roof intact and prevented the spreading of the flames.

A Resume

Recent items selected from the daily advance reports of THE PACIFIC COAST ARCHITECT:

PORTLAND.

Stores and Hotel—Architects Bennes & Hendricks prepared plans for a four-story brick building, 50x100 to be erected on Second and Burnside streets.

Residence—The Lucius and Newcomb Engineering Company prepared plans for a two-story twelve-room residence, to cost \$6000.

Garage—Claussen & Claussen prepared plans for a two-story brick garage, to be built on Twenty-third and Washington streets, at a cost of \$10,000.

Bungalow—Architect George W. Foreman prepared plans for six-room bungalow, to cost \$3000.

Store Building—Architects Parker & Banfield prepared plans for a two-story concrete and brick building for The Strowbridge Hardware & Paint Company, to cost \$30,000.

Residence—Architects R. N. Hockenberry & Company prepared plans for an eight-room semi-colonial residence, to cost \$5000.

Hotel Building—Architects Bennes & Hendricks prepared plans for a four-story brick hotel building, to be erected on Eleventh and Yamhill streets, to cost \$35,000.

Apartment House—Architect G. H. Hampton prepared plans for a two-story frame apartment house, to be erected on East Twenty-sixth and Belmont streets.

Factory Building—Architect Edward T. Root prepared preliminary plans for a factory building at Linnton for The Johnson-Bradford Company.

Residence—Architects R. N. Hockenberry & Company prepared plans for an eight-room Dutch Colonial residence, to cost about \$5000.

Apartment House—Architects Bridges & Webber are preparing plans for a four-story brick apartment house, to be erected on Ford street.

Apartment House—Architect W. H. Cowen prepared plans for a two-story brick apartment house, to be erected on Mill and Chapman streets.

Residence—Architects R. N. Hockenberry & Company prepared plans for a two-story frame residence for Bert E. Boice, to cost \$5000.

Residences—Architects Bridges & Webber prepared plans for two two-story residences, to cost about \$3000 each.

Stores and Apartments—Plans have been prepared by Architects Tobey & Mills for a three-story concrete apartment and store building, to be erected at Thirty-fourth and Belmont streets.

Residence—Architects Ertz & Dole prepared plans for a fourteen-room, two-story residence of English design, to be erected in Walnut Park, to cost \$14,000.

School Building—Architects Jacobberger & Smith are preparing plans for a brick school building for the Holy Cross Parish, to cost \$15,000.

Residence—Architect Edward T. Root prepared plans for a \$12,000 residence, to be built on East Sixtieth and Salmon streets.

Bungalow—Architects Roberts & Roberts prepared plans for a five-room bungalow, to be built in Rose City Park.

Apartment House—Architect L. D. Carter prepared plans for a two-story frame apartment house, to be erected on East Thirty-fifth and Hawthorne avenue.

Store and Dairy Building—Architects Roberts & Roberts prepared plans for a two-story brick building, to be erected at East Tenth and Burnside streets, at a cost of \$13,000.

Flats—Architects Bridges & Webber are preparing plans for a two-story frame flat building on East Sixth and Beech streets.

Apartment House—Architect W. H. Cowen prepared plans for a four-story brick apartment house on Main street, between Thirteenth and Fourteenth streets, to cost about \$80,000.

Moving Picture Theatre—Architects Roberts & Roberts prepared plans for a one-story brick building, to be erected on East Fifty-seventh and Sandy Road, to cost \$6500.

Dairy Lunch—Architect Aaron H. Gould prepared plans for a lunch room on Third and Morrison streets, to cost \$10,000.

Residence—Architects Ertz & Dole prepared plans for a ten-room, two-story dwelling, to be erected in Walnut Park, at a cost of \$7000.

Residence—Architect R. J. Roath prepared plans for a two-story, seven-room residence, to cost \$4000.

Market Block and Hotel—Architect H. M. Fancher is preparing plans for a sanitary market on First, Second and Yamhill streets, to cost about \$75,000.

OREGON.

Business Block—Springfield. Architect J. R. Ford prepared plans for a two-story brick building for F. A. Rankin.

Armory—Roseburg. The County Court of Douglas County levied a tax to raise money with which to build a \$40,000 Armory.

Court House—Burns. The County Court of Harney County has levied a tax to raise money with which to erect a modern Courthouse, to cost \$50,000.

Lodge Building—Corvallis. The I. O. O. F. is planning the erection of a three-story Temple, to be built this year.

Opera House—Medford. Architect Butz prepared plans for remodeling the Natatorium into a thoroughly up-to-date theatre, to cost \$20,000.

Hospital—Baker City. Architect M. P. White prepared plans for a Catholic hospital, to cost \$250,000.

Elks Temple—Oregon City. Architect E. E. McClaran has been commissioned to prepare plans for a two-story frame lodge building, to cost about \$15,000.

Store and Office Building—Lakeview. Architect F. J. De Longchamps is preparing plans for a three-story steel-frame building for W. F. Heryford.

Remodeling Bank—Salem. The Salem Bank & Trust will remodel their bank building, at a cost of \$10,000.

Church—Eugene. The First Unitarian Church has accepted plans for a frame church building.

Library Building—Albany. Architects Tobey & Mills are preparing plans for a one-story brick building, to cost about \$15,000.

Theatre Building—Eugene. C. S. Frank will build a two-story brick building, to be used as a moving picture theatre.

School Buildings—Salem. Architect Fred A. Legg prepared plans for two school buildings of pressed brick, to cost about \$25,000 each.

Hotel Building—Lakeview. George Wingfield is planning the erection of a three-story fire-proof building, to cost about \$250,000.

Hotel—Jordan Valley. Henry Bassett is having plans prepared for a two-story stone hotel building, to cost about \$30,000.

Depot—The Dalles. Robert Wakefield, of Portland, has been awarded the contract for a \$25,000 pressed brick depot building.

Business Block—Eugene. Architect W. D. Campbell is preparing plans for a two-story brick business block.

SEATTLE.

Elks Club—Architect John Carrigan has prepared plans for an Elks Club, to cost \$150,000.

Warehouse and Grain Elevator—Architect F. S. Masters has prepared plans for a two-story frame warehouse and grain elevator for the Albers Milling Company.

Apartment House—Architect V. W. Voohees prepared plans for a three-story fire-proof apartment house, to cost \$25,000.

Hospital—Architect J. S. Coote prepared plans for a three-story brick hospital building, to cost about \$50,000.

Laundry—Architects Josenhans & Allen have prepared plans for a two-story brick laundry building.

SPOKANE.

Store and Hotel Building—Frances E. R. Linfield is considering plans for a three-story brick hotel building, to cost about \$50,000.

Warehouse—H. J. Cook has prepared plans for a six-story brick and concrete warehouse, to cost \$75,000.

Hospital Addition—Architects Diamond & Hughes prepared plans for an addition to St. Luke's Hospital, to cost about \$40,000.

Church Building—The Norwegian Danish Methodists will erect a three-story church.

Packing House—John Morrell & Company will erect a two-story brick packing house, to cost \$15,000. David I. Davis & Company, architects, Chicago.

WASHINGTON.

Yacht Club Building—Tacoma. Architect C. F. W. Lundburg prepared plans for a \$30,000 concrete building for the Tacoma Yacht Club.

Hotel—Green River Hot Springs. Architects Kingsley & Eastman are preparing plans for a \$250,000 hotel building for the Green River Resort.

Church—Colville. The Congregational Church is contemplating the erection of a \$10,000 stone church building.

Church—Ellensburg. The Christian Church will build a \$50,000 building early in the Spring.

Lodge Building—Toledo. The Lodge of Eagles has decided to erect a two-story concrete building, to cost about \$10,000.

Stable Building—Aberdeen. C. M. Weatherwax will erect a two-story concrete stable, to cost \$25,000.

Warehouse—Kennewick. Nathan Thayer and E. M. Sly will erect a fire-proof warehouse, to cost \$10,000.

Church Building—College Place. Architect Guy C. Manning, of Portland, is preparing plans for a church building for the Seven Day Adventists, at a cost of \$10,000.

Store Building—Lyle. Architects Johnson & Mayer, of Portland, prepared plans for a two-story re-enforced concrete building, to be used for store and hotel purposes.

Y. M. C. A.—Aberdeen. The Y. M. C. A. has taken steps toward raising a \$50,000 fund with which to erect an Association Building.

Library—Centralia. Architect Watson Vernon prepared plans for a \$15,000 Carnegie library building.

School Building—Ione. The Ione School District voted bonds with which to erect a \$25,000 school building.

Evaporating Plants—North Yakima. The Washington Fruit Distributing Association is planning the erection of five evaporating plants near this place, to cost \$15,000 each.

Hospital—Aberdeen. The Sisters of St. Dominic are having plans prepared for a two-story stone and brick hospital building, to cost \$100,000.

Business Block—Hoquiam. A modern three-story concrete business block, to cost about \$30,000, is being planned for this city.

Store Building—Colfax. Architects J. R. Good & Company are preparing plans for a two-story pressed brick business block.

Business Block—Centralia. Peter Burnham is planning to erect a three-story brick building, to cost about \$25,000.

Warehouse and Dock—Aberdeen. The Aberdeen Manufacturing Company will build a dock and warehouse, to cost \$10,000.

School Building—Sultan. Architect Harlan Thomas prepared plans for a brick school building, to cost \$15,000.

School Building—Touchet. Bonds for \$25,000 were voted for a one-story brick school building.

IDAHO.

Forestry Building—Moscow. The North Idaho Forestry Association will build and equip a three-story Forestry Building for the State University.

Depot—Nampa. The Southern Heat, Light & Power Company had plans prepared for a one-story brick depot building.

Factory—Lewiston. The Troy Lumber Company will build a \$30,000 planing mill at this place.

Factory Building—Lewiston. The Lewiston Cracker & Candy Company will build a concrete factory building, to cost about \$30,000.

Brick Block—Bonners Ferry. A. C. Moore has let the contract for a one-story brick building, to cost \$6000.

BRITISH COLUMBIA.

Bank Building—Merritt. Architects Honeyman & Curtis prepared plans for a two-story brick and stone building, to cost \$25,000.

Hotel—Vancouver. Architects Parr & Fee prepared plans for an eight-story brick hotel building, to cost \$75,000.

Apartment House—Vancouver. Architects Townsend & Townsend prepared plans for a five-story brick apartment building, to cost \$135,000.

Apartment House—Victoria. Architect Robert Knipe prepared plans for a three-story brick veneer apartment house, to cost \$75,000.

Office Building—Vancouver. Architects Russell, Babcock & Rice prepared plans for a ten-story steel and concrete office building, to cost \$500,000.

Office Building—Vancouver. Architects Somerville & Putman prepared plans for a nine-story re-enforced concrete office building, to cost \$225,000.

Office Building—Victoria. Architect H. S. Griffiths is preparing plans for an eight-story concrete office building, to cost about \$230,000.

Office Building—Vancouver. Architects Parr & Fee prepared plans for an eight-story steel and brick building, to cost \$85,000.

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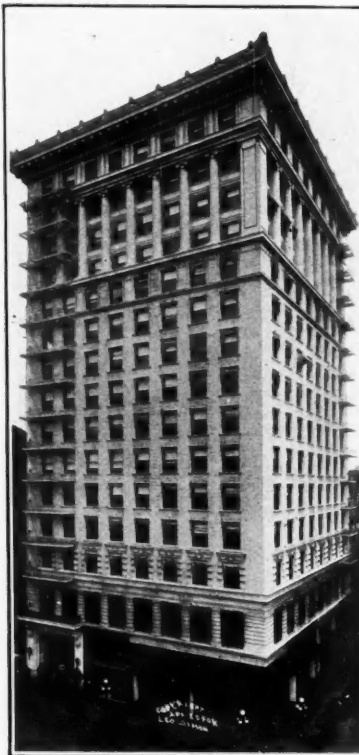
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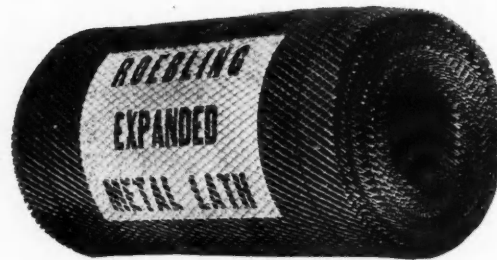
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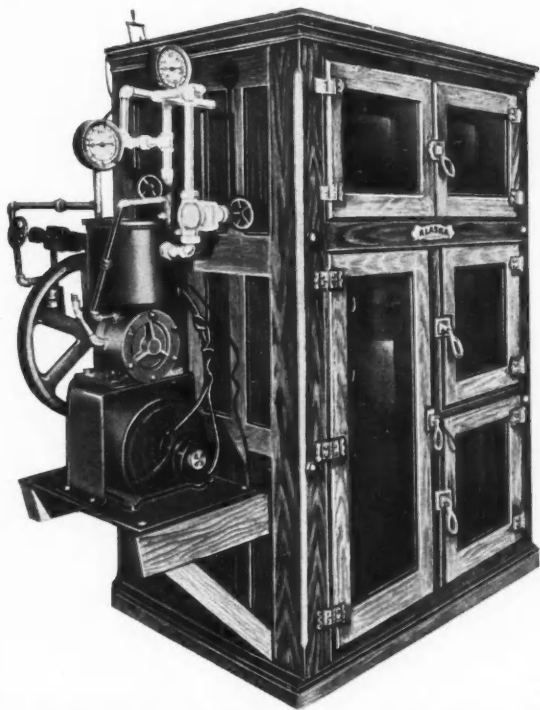


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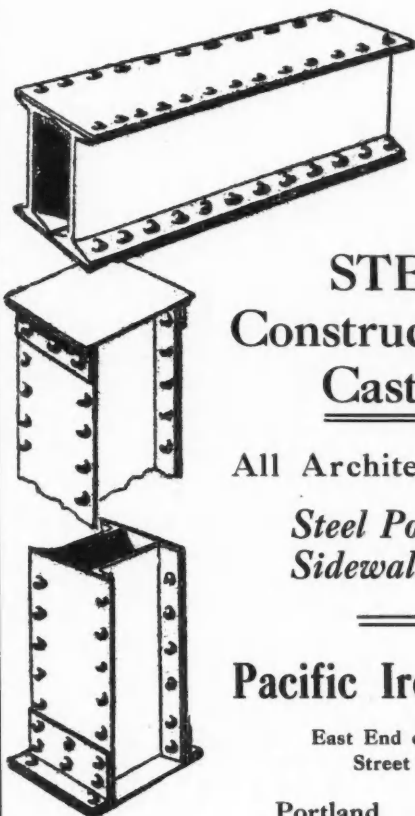
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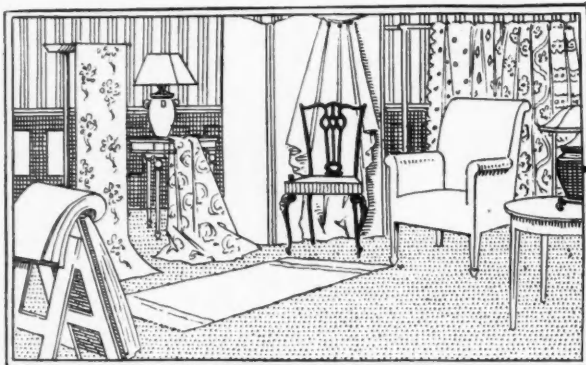


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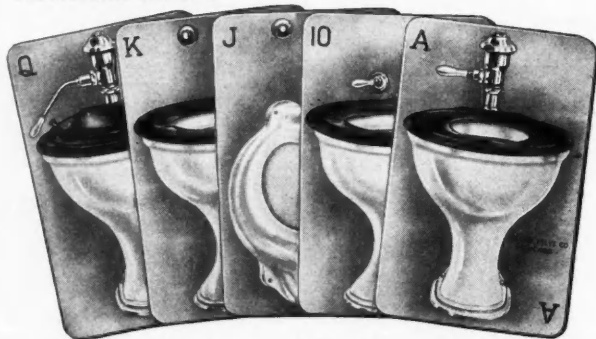
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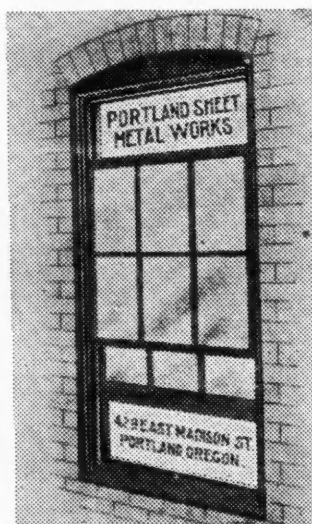


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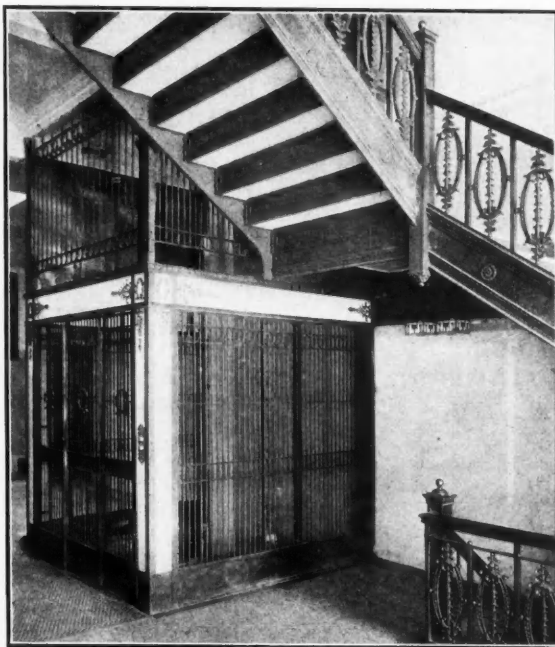
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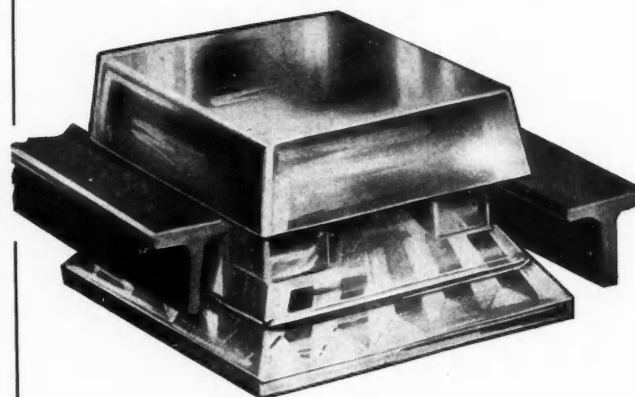
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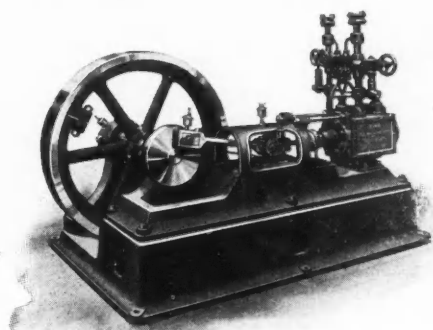


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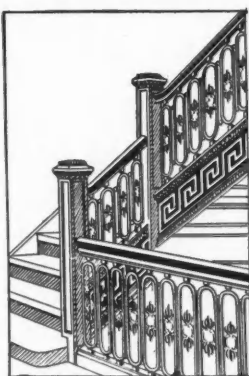
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